

Library

University of Pittsburgh

Darlington Memorial Library

Class

^{Dar}
F73.68

Book

E2S9

1869

WILLIAM & MARY DARLINGTON
MEMORIAL LIBRARY
UNIVERSITY OF PITTSBURGH

5.50

for

to





Your Abd^t. Serv^t.

Wm. H. Sumner.

HISTORY OF EAST BOSTON;

WITH

BIOGRAPHICAL SKETCHES

OF ITS

EARLY PROPRIETORS,

AND

AN APPENDIX.

ILLUSTRATED BY

Eleven Portraits, Five Descriptive Views, Six Pedigrees,
Two Maps, and Eighteen Autographs.

BY

WILLIAM H. SUMNER, A.M. 1780-1864

RESIDENT MEMBER OF THE MASSACHUSETTS HISTORICAL SOCIETY, AND OF THE NEW
ENGLAND HISTORIC-GENEALOGICAL SOCIETY, AND CORRESPONDING MEMBER
OF THE HISTORICAL SOCIETIES OF NEW YORK AND WISCONSIN.

BOSTON:

WILLIAM H. PIPER & CO.

133 WASHINGTON STREET.

1869.

P R E F A C E .

THE motives which influence the author to give to the public a History of East Boston are twofold: first, his desire to make a permanent record of the transactions which have made Noddle's Island a populous part of the city of Boston, and added so largely to the present and prospective wealth and capital of the metropolis of New England; and, secondly, his wish to perpetuate the names and lives of its early owners, most of whom were men eminently deserving that notice and that place in our colonial history which but few of them have hitherto received. As to the former, his personal acquaintance with the whole course of plans and results for the last half century is sufficiently described in the Introductory Letter immediately preceding the body of this work. For the latter, he has spared no pains to gather from printed works, colonial records, and the voluminous family papers in his possession, accounts which may be relied upon as authentic; he especially refers to Samuel Maverick, Samuel Shrimpton, and John Yeamans, of whom though only the first has been yet recognized even in the local names of streets, squares, churches, or schools in East Boston, yet all will be found not only deserving remembrance for their intimate connection with the Island, but also for their services in various public capacities which they honored.

The author is especially gratified in being able to present likenesses of various persons referred to in this work, from original portraits in his own possession. One of these, the portrait of Governor Gage, was sent to him for the very purpose by

Admiral Sir William Hall Gage, the third son of the Governor, now living at the age of eighty-one.

Various gentlemen have aided the author materially by furnishing facts bearing upon his subject. Most of these have been mentioned in their immediate connection. He offers to them his cordial thanks, and also to others whose assistance has been of a more general character. Among the latter he may mention T. Russell Jenks, S. S. Lewis, Wm. Fettyplace, Albert Bowker, Guy C. Haynes, H. P. Farnham, Wm. B. Trask, Major J. W. Barton, Col. Thomas Aspinwall, Capt. Wm. C. Barstow, S. G. Drake, W. W. Greenough, Charles Stoddard, Geo. Darracott, and Col. Sylvanus Thayer, all of Boston or vicinity; Rev. Messrs. Allen Gannett of Lynnfield, and James Fitton, W. H. Cudworth, S. J. Evans, Jas. N. Sykes, and Luman Boyden, of East Boston; John Avery of Lowell; James W. Gerard, Augustus Maverick, and N. B. Mountfort, of New York; and Lord Gage and Admiral Sir W. H. Gage of England. The assistance of Mr. Samuel Burnham, of Jamaica Plain, has also been of material service in the author's labors.

The writer regrets that an attack of illness just previous to the final preparation of the copy for the press, entirely prevented that personal superintendence which would have remedied some imperfections which may appear. No pains, however, have been spared to obviate the difficulties from this source. That the defects thus arising are far less than would otherwise have existed, is owing to the accurate care of his neighbor, Rev. Alonzo H. Quint, of Jamaica Plain, for whose services in superintending the publication the author feels himself eminently indebted. It is believed, at least, that every statement is reliable, and that the facts worthy of being perpetuated are herein presented to the public.

WILLIAM HYSLOP SUMNER.

JAMAICA PLAIN, July, 1858.

TABLE OF CONTENTS.

	PAGES
INTRODUCTORY LETTER	1-36
HISTORY	37-712
CHAPTER I. THE EARLY CONDITION, NAME, AND OWNER- SHIP OF NODDLE'S ISLAND	39-55
CHAPTER II. SAMUEL MAVERICK, GRANTEE OF NODDLE'S ISLAND; HIS ANCESTRY	56-68
CHAPTER III. SAMUEL MAVERICK; HIS PERSONAL HISTORY	69-97
CHAPTER IV. SAMUEL MAVERICK; HIS ECCLESIASTICAL TROUBLES.	98-114
CHAPTER V. NODDLE'S ISLAND A PLACE OF REFUGE TO THE BAPTISTS	115-126
CHAPTER VI. SAMUEL MAVERICK, ROYAL COMMISSIONER .	127-160
CHAPTER VII. THE MAVERICK FAMILY	161-177
CHAPTER VIII. THE OWNERSHIP TRACED FROM SAMUEL MAVERICK TO SAMUEL SHRIMPTON	178-186
CHAPTER IX. SAMUEL SHRIMPTON; HIS PERSONAL AND POLITICAL HISTORY.	187-219
CHAPTER X. THE TITLE OF THE ISLAND IN THE SHRIMP- TON AND YEAMANS FAMILIES	220-258
CHAPTER XI. BIOGRAPHICAL SKETCHES	259-313
CHAPTER XII. LEASES OF THE ISLAND; THE WILLIAMS FAMILY	314-339
CHAPTER XIII. MILITARY OPERATIONS ON NODDLE'S ISLAND	340-420

CHAPTER XIV. THE PLANS FOR IMPROVEMENT WHICH RESULTED IN THE FORMATION OF THE EAST BOSTON COMPANY	421-448
CHAPTER XV. THE EAST BOSTON COMPANY	449-547
CHAPTER XVI. PUBLIC IMPROVEMENTS	548-642
CHAPTER XVII. CHURCHES AND SCHOOLS	643-669
CHAPTER XVIII. INDUSTRIAL OPERATIONS	670-712
APPENDIX	713-764
A. PROPOSAL FOR BRIDGE AND ROAD IN 1796	715
B. CHRONOLOGICAL MEMORANDA OF GRANTS, DISCOVERIES, PATENTS, AND SETTLEMENTS	715-719
C. DEED. SAMUEL MAVERICK TO ROGER GARD	719-721
D. PAPERS RELATING TO THE SUGAR COLONIES	721-730
E. OPINION OF JOHN ADAMS ON THE WILL OF SHUTE SHRIMPTON YEAMANS	731-732
F. GOVERNOR STRONG'S COURSE IN THE WAR OF 1812	732-743
G. THE EAST BOSTON COMPANY	743-753
H. EXTRACT FROM REPORT UPON ARTESIAN WELL	754-756
I. PAPERS RELATING TO TREES	756-758
J. MISCELLANEOUS STATISTICS	758-764
INDEX	765-801

ILLUSTRATIONS.

AUTOGRAPHS:—

William H. Sumner (opposite the title-page).	PAGE
Samuel Maverick	69
Ferdinando Gorges	75
Richard Bellingham	124
Thomas Broughton	182
Samuel Shrimpton, opposite	187
Peter Sergeant	200
Edmund Andros	205
Edward Randolph	207
Simon Bradstreet	214
Hezekiah Usher	220
Samuel Shute	232
John Yeamans, opposite	239
Gov. Increase Sumner, opposite	259
William Hyslop	274
Increase Sumner	291
David Hyslop	307
Gov. Thomas Gage, opposite	360

MAPS:—

Noddle's Island in 1801, opposite	1
East Boston, in 1858, opposite	712

PEDIGREES:—

Roberts	222
Stoddard, opposite	226
Yeamans	231
Shute	234
Shrimpton	254
Sumner, opposite	291

PORTRAITS:—

William H. Sumner (opposite the title-page).	
Samuel Shrimpton	187
Mrs. Elizabeth Shrimpton	220
Simeon Stoddard	225
David Stoddard	237
John Yeamans	239
Shute S. Yeamans	249
Gov. Increase Sumner	259
Mrs. Elizabeth Sumner	300
Henry Howell Williams	323
Gov. Thomas Gage	360

VIEWS:—

Church of St. Edburg, Bicester	280
Monument to Gov. Sumner	298
First House built in East Boston	460
Sturtevant House, opposite	515
Church of the Holy Redeemer, opposite	657



THE BAY OF

NODDLE ISLAND.

THE BAY OF

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

NODDLE ISLAND.

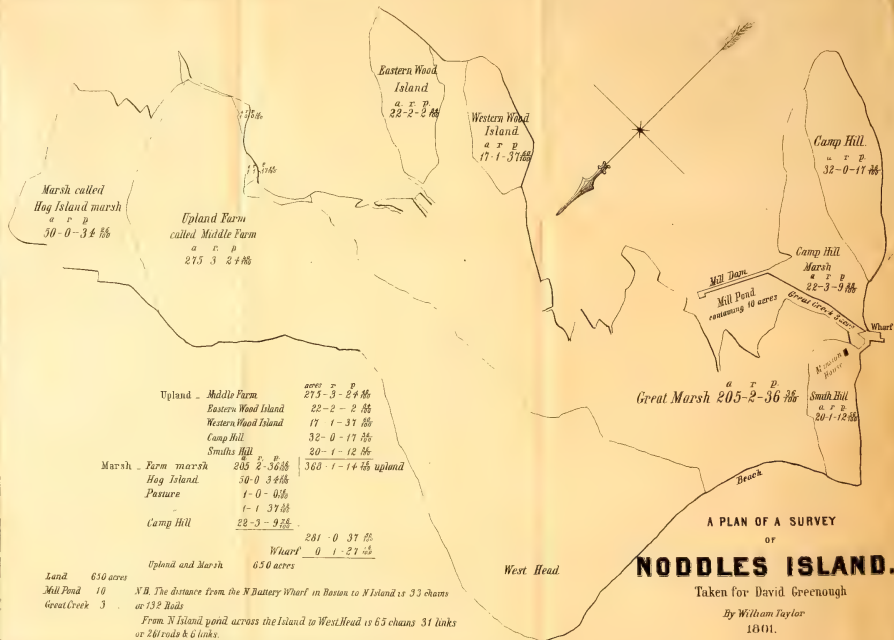
NODDLE ISLAND.

PORTRAITS:—

William H. Sumner (opposite the title-page).	
Samuel Shrimpton	187
Mrs. Elizabeth Shrimpton	220
Simeon Stoddard	225
David Stoddard	237
John Yeamans	239
Shute S. Yeamans	249
Gov. Increase Sumner	259
Mrs. Elizabeth Sumner	300
Henry Howell Williams	323
Gov. Thomas Gage	360

VIEWS:—

Church of St. Edburg, Bicester	280
Monument to Gov. Sumner	298
First House built in East Boston	460
Sturtevant House, opposite	515
Church of the Holy Redeemer, opposite	657



PORTRAITS:—

William H. Sumner (opposite the title-)
 Samuel Shrimpton

Camp Hill .. 2.

Upland and Marsh

Land 650 acres

Mill Pond 10 .. *N.B. The distance from the*

Great Creek 3 .. *or 132 Rods.*

From N Island pond acc
or 26 rods & 6 links.

From West Head to Chels

ND.

INTRODUCTORY LETTER.

INTRODUCTORY LETTER.

TO WILLIAM C. BARSTOW, ESQ.,

SUPERINTENDENT OF THE EAST BOSTON COMPANY:—

DEAR SIR,— You have made very frequent inquiries of me relating to the persons who associated for the object of uniting the interests of all the different proprietors of Noddle's Island into one, with the purpose of connecting the Island interests with those of the city proper. In this you are not alone. Such inquiries have been often made by different individuals, and many friends have requested me to present to the public a connected account, which should comprehend all the accessible information relative to the early and modern history of the Island, and show in what manner the solitary farm has become the site of a populous city.

Among those who have expressed a desire that I should furnish such an account, is L. F. Allen, Esq., a highly intelligent gentleman of Buffalo, who was connected with me in the East Boston Timber Company, of which I requested him to give me a history for publication. In a letter to me, after speaking of the disastrous results of that company, he remarks:—

“ With East Boston, results have been widely different. After long and arduous struggles, you have come out triumphantly both in honor and fortune. You have founded a city, watched over its infancy, tended its growth into wealth and greatness, and can now exult over your labors. 'Tis fitting that you give to the world its history. I wish you every possible success in accomplishing the work, and trust that I may

be so fortunate as to possess myself of a book that will be so intrinsically interesting as it must prove."

Mr. William Fettyplace, also, an early officer of the East Boston Company, in speaking of a history of East Boston, says:—

"No other person within my knowledge is so amply qualified to undertake such a labor as yourself."

This remark may have some foundation in the fact, that it was known to him that I took a leading part in the laying out and carrying into execution the plans for connecting the Island with the city, and that very many valuable family papers and portraits relative to the early proprietors of the Island were in my possession.

Individual requests and inquiries similar to these might be multiplied, but it is needless. It is sufficient to say, that a general interest seems to be manifested to learn the history of Noddle's Island.

Gratified that it is in my power to answer your inquiries, and wishing to comply with these and with similar requests of the gentlemen just named, who are conversant with all the facts and interested in their development, and the often expressed wishes of numerous friends, I will relate in a simple manner my connection with Noddle's Island from my earliest recollection, and, after giving in a familiar way my personal reminiscences, I will enter upon a more detailed account, derived from all accessible sources.

Long before the marriage of either of my sisters, and soon after my father's death in 1799, the care of my mother's property fell upon me; although the accounts of the Island were kept by her respected cousin, D. S. Greenough, Esq., and the repairs, alterations, and improvements in the premises, were chiefly under his direction. He was a gentleman of good judgment and stern integrity, and, as he deserved, so he received, the united thanks of the different parties who placed their confidence in him. He was, in fact, the proprietor of one half of the whole Island; my mother and her brother, Mr. Hyslop, owning the other; so that the interests of the whole were identical.

Among the earliest recollections of my youthful days are the annual visits of the families of the different proprietors, and

their intimate connections, to Mr. Henry Howell Williams, the tenant at the Island. This Mr. Williams was also the lessee, and afterward the owner, of the ancient ferry between Boston and Winnisimmet, the boats of which stopped at Noddle's Island on their passage from the one place to the other. We used to put up our horses in the barn of Mr. Fenno, who kept a grocery store and a house at the foot of Hanover street, for the accommodation of passengers who crossed the ferry. The boats were old-fashioned, with sails and with drops on each side to admit the carriages, which were drawn into the boats by hand, after the horses were taken out and led on board. They were so narrow that the carriages stood across them, with their shafts projecting over the water. It was not often that carriages were taken over to the Island; but, as my grandfather Hyslop and his wife were aged persons, they usually crossed the ferry with theirs. When, from the state of the tide, the boat could not get to the wharf, nearly opposite the house, without grounding on the flats, it was necessary to land the passengers at the ferry ways, which were laid for that purpose from Smith's Head, (where Weeks's wharf now is,) into deep water towards the channel, which was only eighteen rods distant from that point. In that case, the passengers walked over the hill to the house, unless a carriage was taken over, (there being none on the Island,) in which the infirm could ride. The Rev. William Greenough of Newton, who had exchanged his interests in the Island with his brother David for an equal share of the Chelsea farm of four hundred acres, the title to which came from the same ancestor, was always, with his family, a part of the company. He, in his turn, entertained the same party, once a year, at Mr. Eustis's, the tenant of that farm, of which he was the chief proprietor. My father, not having any large possession of his own, at a convenient distance, to reciprocate the civilities of his kinsmen, invited them with their families and friends to a farm of his of about sixty acres, lying above Sumner's paper-mills in Dorchester. This farm was called Merryfield's, after the name of the person from whom he purchased it. There was a beautiful wood upon it, lying on the westerly bank of Neponset river. In this wood, the party, opening their stores of good things, enjoyed a merry repast.

If the invitation was given for any particular day, it was always intended for that or the first fair day afterward, so that the party might not be disappointed of their meeting; for the house was small, and could not accommodate a large number, nor the barn, conveniently, many horses; and besides, if the weather was foul, the children were deprived of their anticipated enjoyment of whortleberrying in the pastures, fishing in the river, or catching the little spotted turtle in the ponds in the meadows. So that, although the party did not receive the generous supplies which Mr. Williams's table afforded of roast beef, oysters, and English porter, nor the china bowl full of punch that stood in the corner of the room,—to which the guests might help themselves before dinner, or when they pleased; nor the roast pig, fat mutton, chickens, and ducks, which Chelsea farm afforded, yet the children did not lack a sufficiency of milk and eggs, and the party enjoyed themselves in the fields as well, probably, as if the farm had been capable of furnishing a more sumptuous entertainment.

At the Island the sports were of a different character. My grandfather, Mr. Hyslop, in his chaise, with Mr. Williams by his side and the other gentlemen on horseback, drove by the sheep-cote to Camp hill to see the rich meadow fields and the beautiful prospect of the town and harbor, and thence recrossing the bridge over the creek which ran through the Island, drove over the middle farm to Eagle hill, which commanded a view of the whole Island territory, at that time consisting of about 660 acres. In full view also were Lynn, Chelsea, Marblehead, Nahant, Medford, situated on the beautiful Mystic river, Charlestown, at the junction of the Mystic and Charles rivers, full of historical reminiscences, and Boston, the capital of the State. Charlestown, whose deeds are now commemorated by the monument on Bunker hill, was then surmounted by the old fort, and Boston, which is now crowned by the State house, had then, on the apex of its highest hill, a beacon thirty feet high, with a tar barrel on the top, to be lighted in case of danger, as a signal of alarm to the surrounding country. Those who were not thus interested in surveying the farm were furnished with fowling-pieces to shoot the plover and other birds which then in great numbers frequented the Island, Mr. Wil-

liams not allowing them to be molested by the sporting public, who were met on their landing by a sign-board — “ *No shooting allowed here.*”

It was a part of Mr. Williams's business to supply outward bound ships with live-stock of all kinds, which he put on board when their fore topsails were loosened to indicate their speedy departure. His stock for this purpose consisted of about eighty head of fat cattle, cows and calves, hundreds of sheep and pigs, flocks of geese, turkeys, ducks, and fowls. These were in addition to the working cattle and horses of his own, employed for the cultivation of the farm. His hay was pressed into bundles in his own barn, where he had screws erected, which gave him almost a monopoly of the sale of hay for exportation to the South. The rent of the Island was at this time about 700*l.*, which he paid from the revenues thus derived and from the income he received for pasturing horses and cows from the neighboring capital.

No rent was taken for the numerous beds of oysters planted on the flats for the daily supply of the city, other than that Mr. Williams and the proprietors had the right to take as many oysters as they chose. The proprietors exercised their right only at the time of their annual visit, and probably their respective families had a better supply of oysters the day afterward, than they had on any other day in the year.

Sometimes, when it was reported that the banks of the Island had given way by the severe storms which broke down the head walls erected for their preservation, the gentlemen took a boat at the bridge near the wharf, and rowed through the creek which separated Camp hill from the rest of the Island and round West and East Wood islands, through Hog island and Chelsea creeks, to the wharf from which they started, in order to see the extent of the damage which the storms had created. In this excursion they were frequently much interested, by noticing the haymakers from Weymouth, Braintree, etc., poling the abundant crop of salt hay from Hog island marsh (so called from its proximity to the island of that name) to the sloops they had brought up to transport it. It was necessary that the circuit should be made at half tide, and not later, for fear the boat should ground upon the mill-dam,

which even now shows itself at low-water crossing the passage. This, probably, was the foundation of the wall for a mill-dam upon which, in the several leases to Robert Temple, was reserved the right to build mills.

The particular object of the annual visitation of the proprietors was to examine and settle Mr. Williams's accounts. His charges were very various and sometimes extravagant, particularly for the sea-walls and the wharf in front of the house, which it was always necessary to keep in a state of preservation for the protection of the house and buildings, in front of which the south-east storms broke in threatening terror to the occupants, and also of the road from the house to the ferry-ways at Smith's Head where we landed. The other exposed places where walls were to be erected, were at the east end of Camp hill, West and East Wood islands, Eagle point, then called West Head, at the confluence of Chelsea creek and Mystic river, and Smith's Head. Mr. Williams's accounts for these items, and repairs to the wharf building and fences, were as easily settled before dinner as were Sheriff Allen's accounts for the support of the prisoners in jail at the opening of the Court of Sessions, the judges of which were always invited to dine with the sheriff, who on that day presented his quarterly accounts against the county for settlement. The revenues of a sheriff for the county of Suffolk made the office, at that time, of more value than any other in the commonwealth, from the extravagance of his charges for these items. The court, on the first day of its session, had such a pressure of business presented to them, that it could not investigate the accounts with great particularity, and the sheriff was often obliged to remind the members of the court, that, although it would not take them long to examine his accounts, which were very clear, yet they must look them over so as to be able to sign them as approved, before dinner. It was very much so with the proprietors of the Island when they went to examine the tenant's annual accounts. They had so many objects to look at, and so far to row or to ride, that Mr. Williams often found it necessary to remind them that they would not have time to do so before dinner if they did not hurry back. Taking the hint, they hastened back to satisfy their appetites, rendered somewhat

craving by their long ride, the wind blowing fresh upon them from the sea. Upon their arrival at the door they were designedly met by the laborers, each with a bag of oysters upon his shoulders carrying them to the proprietors' boat, where they were often reminded by Mr. Williams of the generous supply which he furnished. After entering the house the accounts were opened, but hardly read over when a tempting dinner, smoking hot, was placed upon the table; Mr. Williams reminding them, as the sheriff did the court, that if they did not sign the accounts before dinner, they would not have time afterward.

It is to be observed, that, at the time of the grant in 1633, Noddle's Island was estimated at 1,000 acres, and the flats about it at 1,200 acres or more,—both extending to Bird island channel and Pulling point, in Chelsea. Although great pains were taken by the proprietors, in the erection of sea-walls, to keep the headlands from washing away, yet, upon a measurement, at the commencement of the present century, by that eminent surveyor, William Taylor, (whose surveys gave him a more intimate knowledge of the lands in and surrounding the metropolis than any other man acquired,) it was found to contain but 666 acres of upland and marsh. The ground which was thus washed away now forms a part of the extensive flats, amounting to nearly 1,500 acres, which were the subject of a second grant, in 1640, from the government of the Massachusetts colony, to the proprietors of the Island which they surrounded.

Upon the Island, before the Revolution, there were two very respectable mansion-houses, with orchards and gardens; one standing near the wharf before alluded to, which was the country residence of Mr. John Yeamans, the orchard of which, lying on Smith's hill, extended from the house westerly so as to include several acres; the other, upon the easterly end of Eagle hill, near the termination of Saratoga and Princeton streets. some of the terraces in the garden of which are now to be seen, and the well of which, upon lot 312 of Eddy's plan, is now used for the supply of the neighboring dwellings. Besides these, there were several other small houses for the tenants and numerous laborers in various parts of the Island. These build-

ings were all burned by the order of Colonel Stark of the American army, ten days before the battle of Bunker hill, lest they should be taken possession of by the British forces from the ships in the harbor, to afford them shelter and an eligible position for commanding the town.

The few trees that were left after Boston and Charlestown had exercised their rights to cut wood upon the Island, were destroyed at an early period of the revolutionary war, and the Island was so entirely denuded, that not a tree upon the hills or in the orchards was left standing. This accounts for the bare appearance of the Island at the time when the writer, with the proprietors before named, made their annual visits, though the trees in the gardens, and the willows for the shade of the cattle, which were of post-revolutionary growth, were, from the richness of the soil, of very respectable size. A few of these ancient willows are now to be seen. The interesting fact of the conflagration of those houses was communicated to the writer by John Marston, Esq., who saw them burn, as he was crossing the ferry on his way to Master Moody's school at Byfield. His letter, and the estimates of the value of the buildings burnt, will be inserted in an appropriate place.

In partial compensation for this destruction of private property was the gift of the barracks at Cambridge, after the army quitted it, by General Washington, to Mr. Williams (who I think was a quartermaster-sergeant in the army), for the damage he, as tenant, had received. The barracks were removed to the Island, and part of them used for a house, which Mr. Williams erected over the old cellar, to be used as tenements for his workmen, and for barns and sheds for the sheep and cattle, at the westerly slope of Camp hill. There was a well in the large sheep enclosure thus made, which is on lot 90, on which, after its purchase by Mr. Sargeant, the Curard House was erected, on Webster street. On the middle farm in section 3 there was a pond, a part of which was to be seen in the "public garden," so-called, though now no more. This is where the numerous cattle came to drink by day, and the wild ducks to lodge by night, and in the canes in the low grounds about it, thousands of bob-o-links afforded fine sport for the flock shooters.

Westerly of this pond, on the southerly slope of Eagle hill, was some of the earliest ground, rendered rich and warm by its southerly aspect, and the oyster and clam shells which the plough threw up to view. Here Mr. Williams enclosed about ten acres, for a sheepfold in winter, and for early turnips in the spring. These vegetables were not only the earliest, but the purest and sweetest, brought into the Boston market. This proves practically, that the warmth of sheep manure and the ammonia of their urine, so destructive to all worms and insects, rendered to that intelligent farmer the best product of any vegetable that could have been planted upon that soil. The writer of this, when engaged in the sheep speculation, folded, on his farm in Dorchester, a small flock of merinos, and, sowing a few rods of the ground with turnips, reaped (as the reader may do if he will) a practical benefit from the knowledge thus acquired. His bed of turnips looked so promising in the spring as to call the attention of the neighboring marketers, to one of whom he sold the bed for twenty dollars, the latter realizing a profit of thirty dollars upon the purchase.

But to return to the narrative. The party, well pleased with their day's excursion, were accompanied by Mr. Williams to the ferry-boat, which was lying at the wharf (the tide having risen sufficiently) to receive them. They landed at the Winnisimet ferry-ways, whence they had embarked, and found their horses already put to their carriages by Mr. Fenno, who knew the usual time of their arrival. These ferry-ways, lying at the foot of Hanover street, are what were called "the town ways;" for the ancient ferry before alluded to, called in the grant, "the ferry from Boston to Winnisimet, Noddle's Island, and the ships," was, in other words, a grant to the ferryman who provided the boats of the exclusive right to take toll for transporting passengers from the town landing to either of the places or objects named. The ships, in the early settlement of Boston and Charlestown, usually anchored in the channel between the ship-houses in the navy yard and Noddle's Island, and not much out of the line of the boats to Winnisimet, whence commenced the road to Salem and the settlements about that place. It will be perceived by this recital, that the grant was for a ferry to Noddle's Island as well as to Winnisimet, and

that the passengers to one place had the same right to be transported to the other. Hence it was sometimes called Noddle's Island ferry, although more commonly Winnisimet, from the greater number of passengers to the latter place. After the recent settlement at Chelsea by the Winnisimet Company, it employed large ferry-boats, propelled by steam, instead of the two-masted sail boats which they had bought. They discontinued the landing of passengers at Noddle's Island, which had now been purchased by the East Boston Company after Mr. Thomas Williams ceased to use it; but this was not until the East Boston Company had obtained from the city the franchise of a ferry at a more convenient place to East Boston, and had set up their boats and established the ferry from Lewis' wharf, on the Boston side. The tenants of the Island had also a prescriptive right to land their own boats, to carry cattle over and back, and here was the place of landing their milk cans for their Boston customers. They did not use the ferry merely in their passage to Boston; but they also used that part of it which lies between Noddle's Island and Winnisimet, in going to the Chelsea farm of four hundred acres, which was near the Chelsea meeting-house, and, belonging to the same proprietors, was usually leased to the same person who hired the Island. The passages between the Island and both the termini of the ferry were then frequent and necessary. Although it interfered with their right, to land passengers on the ferry-ways, the proprietors, receiving no notice of the sale, made no serious objection to the grant by the city, for a few thousand dollars, of the town landing in Boston, to the Winnisimet Company, who, with their purchase of the farm owned by the Williams family at Chelsea, bought also the ferry and the boats, of which their father, Mr. H. H. Williams, died the sole proprietor, he having grown rich by his position as tenant of Noddle's Island for the very unusual period of nearly forty years. Some time before his death he became purchaser of Governor Bellingham's very valuable and very extensive farm in Chelsea, at the ferry landing, and removed his family thither, leaving his son, Mr. Thomas Williams, his successor as tenant of the Island. This amiable gentleman, active, judicious, and enterprising, and his wife, who was the late Secre-

tary Avery's daughter, will long be remembered by all who knew them. He succeeded his father and had the sole management of the Island Farm, and seemed to be as much interested in it as if it was his own. Having often heard the writer confidentially express his intent (whenever he could accomplish it) so to connect the Island with the city as to make it a part of it, he in his turn consulted him about the sale of his father's farm in Chelsea to the Winnisimmet Company at the price which that company offered for it, apprehending, as he said, that it might be considered by the writer as an interference with his plans of improvement on the Island. No objection on that score being offered, but the building of a town, as it were, *behind* Noddle's Island, which lies much nearer to the city, being considered rather advantageous to the Island than otherwise, Mr. Williams accepted, in behalf of the heirs of his father, the offer for their estate at Chelsea, and thus opened the door to the improvements which the enterprising Winnisimmet Company projected and put into execution.

Mr. Williams's tenancy on the Island did not terminate until a year or two after it was purchased by the East Boston Company, whose varied improvements so much interfered with any occupation as a farm that he relinquished it; but his leaving the Island was so much to the regret of the new proprietors, that they offered him the privilege of selecting a house lot of an acre, if he would erect a house and continue his residence. This he declined, probably not anticipating the prospective value of the acre which he might have selected.

He certainly did not anticipate the amount of money that would be expended on the Island, nor the extended and liberal plans that were thus early projected for its improvement through the laying out of wide streets, squares, and a public garden, together with the liberal grant of four acres to the city for public buildings. For when the surveyor was laying out the street, afterwards called Sumner street, and was paying no regard to the additional expense of making the streets straight through the deep creek and marsh to Camp hill, Mr. Williams observed, that it would be better to lay that part of it out in a circular direction on the beach which connected that hill with the Island, and kindly remarked, that if the company were

going to lay out their streets in that extravagant manner, he hoped the writer would not be concerned with them. When told that the latter approved of laying the streets out wide and straight, with the view of the future elegance of the settlement, regardless of the first expense, he observed, "*Why, General Sumner, I always thought you knew something till now ;*" but holding up his hands with the expression of surprise, he added, "if you go on in that manner, your project may succeed, but the proprietors will be ruined."

It was thus that the writer's impressions of the value of the Island and its capacity for improvement were obtained in the days of his boyhood and youth.

As by the rolling on of years he was progressing to man's estate, on the 11th of August, 1796, his grandfather, William Hyslop, died, by which event his two children, David Hyslop and Elizabeth Sumner, became possessed of their part of the estate. Three years afterward, on the 7th of June, 1799, Governor Sumner died. His son, then nineteen years of age, becoming attorney for his mother, who was then administratrix, it became necessary for him to make more frequent visits to the Island, which had now become an interesting subject of conversation. The sinking of the ways at Edmund Hart's ship-yard, at the north end, upon which the frigate Constitution was built (the launch of which he saw in the year 1798, after two most mortifying attempts to get her off), had made it evident that the ground at that part of the town was not firm enough to be used for the government purposes, and Noddle's Island, from its having been approbated as a suitable place for a navy-yard by the British naval officers who had visited the harbor before the Revolution, was now looked upon by the public as the most suitable place for that purpose. The expression of Admiral Montague was often quoted in support of this opinion, he having told Mr. Williams, when he was surveying the harbor, that "the devil had got into the government when they fixed the navy-yard at Halifax ; God Almighty made Noddle's Island on purpose for a dock-yard."

The United States government, intending an increase of the navy, appointed a commissioner, Mr. Humphrey, the naval constructor at Philadelphia, who built the frigate United States,

to view the ground in Boston harbor, and select the most suitable place for a governmental establishment. He looked at several positions; but the two which were thought most favorably of were Noddle's Island and Charlestown. He was attended in his examination of the latter place by Doctor Putnam, who had early secured for it the influence of Judge Tudor, who had been a law student of President Adams, and was now his particular friend. The writer, with Mr. Williams, attended Mr. Humphrey's examination of Noddle's Island; and not a doubt remained in their or the public mind, from his open declaration in favor of that place, that he would so report, and that the dock-yard would be established there. What was our surprise when we heard, soon afterwards, that he had reported in favor of Charlestown! I have since seen Mr. Humphrey's reports in the navy department, and made extracts from them; these papers are not now to be found; but it is recollected, that, comparing the two sites, he observed that "the most suitable place on Noddle's Island for a navy-yard is said by the tenant to contain seventy-seven acres of upland and marsh. This presents a north-west and west exposure, which is a very cold one, and the ground is uneven. For this (which, it may be observed, included all the front towards the town on the harbor), the owners," he says, "demand \$25,000." He then observes, that Charlestown is the most suitable place in the port of Boston for a building yard, and ought to be purchased by the government for that purpose. The cost of the place in Charlestown would be—

For Harris's seven acres	\$12,000
" Stearns's three "	500
" Broad's two "	150
" " nine "	3,600
Additional for two acres more for altering the road to get more room where the ships will be built	3,000
<hr/>	
Making, for twenty-three acres	\$19,250

Mr. Humphrey observes that Boston is secure from an enemy, and remarks upon the facility with which it can be fortified, and that the largest body of militia can be collected there in the shortest space of time of any in the country.

Mr. Humphrey exhibited various tables, by which his report was accompanied, and after deciding the location in favor of Charlestown, he enlarged upon the advantages which Noddle's Island possesses. He says that across the river, at high-water, in an easterly course from Leach's wharf to Noddle's Island, the deepest water, five and a half fathoms, is on the Boston side of the middle ground, and on the other side of the middle ground, called the Muscle shoal, it is four and a half fathoms; that, two hundred feet from the Island, there are fourteen feet of water, and that the soundings are all on hard bottom. He then says that a place may be made for docking timber between Noddle's Island, Camp hill, and Wood island. These favorable remarks upon Noddle's Island seemed to be added after his decision was made in favor of Charlestown, to show his candor; but, he took care not to mention several facts that would upset the conclusion to which he came. For instance, he says that at Charlestown and Noddle's Island there are long flats, without remarking a fact which his survey disclosed, that the channel at the nearest point at Noddle's Island was but eighteen rods from the upland and against the deepest water in the harbor, and that, south of that point, where the navy-yard would probably have been established, the flats run out but forty rods to *hard bottom*; whereas, at Charlestown, the flats run out sixty-seven rods, and have a crusty bottom, unfit for sustaining the heavy stone walls of a dry dock. The reader will perceive the inaccuracy of this report by noticing that he says the front on Noddle's Island would be north and north-west, whereas it is south-west and south, while Charlestown faces easterly; and numerous other facts may be observed, which show a pre-determination, for some reason or other, to decide in favor of Charlestown, as the sequel will show.

Having been deputed by the proprietors to go to Philadelphia to sell the Jersey lands bequeathed to them by the same will of Shute Shrimpton Yeamans by which they held the Island, and being there on that business, I received a letter from Joseph Russell, Esq., advising me that difficulties had arisen in establishing the dock-yard in Charlestown, and communicating his desire that I should go to Washington (where the president was making preparations for the first meeting of

congress at that place) to effect its establishment at Noddle's Island. Mr. Russell observed that this was also the wish of the chief proprietor, David S. Greenough, Esq., whom he had consulted. With that object in view, I made a visit to Mr. Humphrey the evening before he left Philadelphia. In that interview he admitted to me, that when he parted from Mr. Williams and myself at Boston, he stated to us that he preferred Noddle's Island to Charlestown, at every point from which he contemplated it, and that he should report accordingly. I begged to observe, that his report in favor of Charlestown took us all by surprise after he had declared openly that Noddle's Island was the fittest place for the establishment of a navy-yard in every respect in which he could view it. He said that it was all true; but that, when he was making up his report, a grand objection to Noddle's Island occurred to him, which was the turning point, and that was its exposure to the west and north-west winds. He illustrated the importance of this objection by stating it as a fact in relation to the frigate *United States*, which he built at Philadelphia with a like exposure, that one side of the ship was rotten before she was launched. I had not seen his report at that time, and did not know the mistake he had made in the points of compass of the place proposed on the Island, north and north-west for south-west and south. But I observed to him, that the Island's exposure was the best in the harbor, and that he had mistaken the sea-coast climate of Boston for the inland climate of Philadelphia; that north-east was our wet wind, while in Philadelphia it was south-east. He replied that if it was so, his report was made upon a mistaken principle. He further observed that he had been summoned to Washington, where, I told him, I was going. He begged me, if I got there first, to tell the president that his report in favor of Charlestown was made under a mistake as to the climate. He said that he could not ask for a recommittal of his own report, he was ashamed to do so; but that if I would get the report recommitted to him before the president acted upon it, he would make the correction. I considered time now so important that I took passage from Philadelphia in a stage which travelled all night, by which means I gained one day's ride, and arrived at Washington the

second afternoon. I went immediately to the White House, of which Mr. Adams, his son Thomas B., and his secretary, Mr. Shaw, were the sole occupants. They were surprised to see me, and, in answer to the president's inquiry what I came for, I told him the object of my visit, and stated to him the error that Mr. Humphrey had made, and that he had authorized me to make that fact known, and that he was now on his way and would arrive in Washington to-morrow. The president replied, "you are a day too late, my friend; I decided yesterday, and the secretary is now making out a commission to Doctor Putnam to make the purchase at Charlestown of the Harris and other lands, which have been selected as the most suitable place for the purpose." I immediately called upon the secretary of the navy, and after stating a few facts, which made some impression, I desired him, if the government had not come to an absolute determination, to defer making up a final judgment until Mr. Humphrey should arrive. He observed that the government had met with great difficulty in obtaining the land at Charlestown, had had a law of congress passed on purpose, had made several bargains, and the land which could not be purchased had been set off by appraisement; that the land which the government had taken for that purpose they could not sell, and that the moneys appropriated for the purpose of a navy-yard were all expended, etc.; "therefore," said he, "if Noddle's Island should prove the best place, it would be impossible to alter its establishment at Charlestown." In my letter to Mr. Greenough giving an account of my mission, I said that "I have only to regret, and this I did regret very much, that I did not have an opportunity of confirming the prejudices of the secretary in favor of Noddle's Island, which, he confessed to me, were very strong. I am sure, had I been here in the outset, I should have confirmed his waverings, and established his prejudices in favor of that place."

Thus ended the exertion to establish the navy-yard at Noddle's Island, the want of which, though considered a great misfortune at the time, has resulted to the great benefit of the proprietors in the improvements which have since taken place, and which could not have been made if the navy-yard had been established there.

In this connection it ought to be remarked, that some years after the navy-yard was built at Charlestown, Amos Binney, Esquire, the navy agent at Boston, applied to Mr. Greenough, the chief proprietor, to purchase Smith's hill for the government. Mr. Greenough indignantly replied, that he would not sell it now for a quarter of a dollar a foot, and that gave a quietus to all applications for the sale of it to the government. What the motives of the government were in attempting to purchase a part of Noddle's Island, after the navy-yard was built at Charlestown, was not developed. It is only a matter of conjecture, that, after trying the experiment, they were disappointed in their location, and attempted to remedy it by purchasing the place which, they now saw, had superior advantages to that they had selected.

Having mentioned my early visit to the city of Washington, as it was then called and now is, in the first year of the present century, before congress had met there, I cannot omit incidentally remarking upon the aspect the city then presented. Besides the capitol and the president's house, one and a half miles distant from it, each of which made a magnificent appearance, there were but few other buildings that were fit for the inhabitants of the future capital of this great country. These were placed upon such lands, by the different proprietors, as they thought would soonest rise to the greatest value. Some thought that the city would be built around the capitol; and this, from the number of houses which were on Capitol hill, it might be presumed was the prevailing opinion. Others thought that the president's house would be the centre of the city location, and they built on the westerly end of Pennsylvania avenue. The six buildings, and a few other houses, were erected between the president's house and Georgetown. Here General Wilkinson lived; while the great projector, Greenleaf, exhausted all his means in building up Greenleaf's point, upon the Potomac, which he thought was the most favorable position for the future navigation of the city. When I afterwards saw the place, in 1808, the dilapidated appearance of the uninhabited houses, which had been erected upon a false supposition, showed that Greenleaf's point was the most mistaken position for speculation which could have been chosen, excepting per-

haps that of the great building in the pastures north of Pennsylvania avenue, which was erected by Mr. Blodget for a hotel. All parts of the city had an unobstructed view of this building, which had in its pediment front the large capitals, H O T E L . This drew forth from the witty Mr. Law, brother of Lord Ellenborough, and who then resided in Washington, the Latin acrostic, "*Hoc Omnium Turpissime Est Longe.*"

I lodged at Stell's boarding-house, near the capitol; and as there were no hacks at that time, when I went to the president's to dine, the day after my arrival, I had to walk a mile and a half to his house, through Pennsylvania avenue, which, though laid out 150 feet wide, had no side-walk, except before Brown's hotel, one third of the way down, where there was a little settlement of a few houses. In the tortuous cart-paths, uninterrupted but by the banks of clay thrown out from the cellars to make bricks for the numerous buildings which were contemplated, the mud was ankle deep. After dinner, at the president's, where Doctor Putnam was, the president gave for a toast, "The navy-yard at Charlestown." This pleased the doctor, and convinced me that the location of it there, was a settled affair.

In the edge of the evening, Mr. Shaw served as our guide in a call upon Mrs. Helen and the Misses Johnson, the sisters of my chum, Thomas Johnson, at Harvard College. They were the daughters of Thomas Johnson, formerly the American consul at London. One of these ladies was married to the president's son, John Quincy Adams, who was then in Europe, as American minister at the Hague. From thence, by starlight, Mr. Shaw led us across the fields to Mrs. General Wilkinson's party. The general lived in one of the six buildings; and, long before we reached the house, we heard the enlivening strains of a military band, with which his company was entertained. Our party consisted of Mr. Ralph B. Forbes, Mr. Sturgis of Connecticut, Mr. Thomas B. Adams, Thomas B. Johnson, and myself. Upon opening the door, we saw by the light of the entry lamp how muddy our shoes were. They were altogether unfit to walk upon a carpet, or be seen in a lady's drawing-room; we were going to withdraw, as none of us had an invitation save Mr. Shaw, but he insisted upon it that we should not

do so before he had presented us to Mrs. Wilkinson, assuring us that we should be relieved from our embarrassment when we saw the boots of every gentleman in the room as muddy as ours. We were received by the general and his lady with the most distinguished attention. He, with his accustomed politeness, seating the strangers respectively by the side of Mrs. Wilkinson, Miss Wheeler of Norfolk (afterwards Mrs. Commodore Decatur), Miss Chase (daughter of the judge of the supreme court), and Miss Carroll of Carrollton. To this latter lady, Robert Goodloe Harper, a leading member of congress from the district 96, in South Carolina, had been paying his addresses at Annapolis. These had been rejected a few days before; but were most artfully and successfully renewed that evening. On our return, we were less embarrassed for want of light, as, for the whole length of Pennsylvania avenue, our path was illuminated by brickkilns. My stay was short in Washington, passing but one Sunday there, and worshipping in a small building under the Capitol hill, and hearing a missionary who derived his support there from an English society for propagating the gospel among the heathen! Another occurrence which took place in this city wilderness, where almost every other house was a tavern or boarding-house, and where the roads were so difficult of passage, was that Mr. Dexter's (the secretary of war) new carriage was upset by a waggon, and the arm of his little daughter was bruised so as to take up his attention just at the moment he saw his office, to which he had recently removed his papers from Philadelphia, on fire. This was a circumstance which was made a plausible ground for a charge that it was done purposely, it being alleged that the administration was unwilling that their deeds should be submitted to their Jeffersonian opponents, who were shortly coming into power. Like a thousand other calumnious charges which the virulence of party spirit generated, this was soon cleared up. There had been no fire in Mr. Dexter's room for a month. It was found that the part of a double house which he had hired for his office was separated from the other part, in which a family resided, by a wall of the width of a brick of four inches only; the fire originated in the dwelling, and broke out so suddenly that the widow, who had just closed the eyes of

her husband, was obliged to fly from her habitation, and the dead man was carried out of the house, now involved in flames. It is seldom that so many circumstances concur to render a scene so distressing; but they conclusively show that the fire was not set by design in the house in which it broke out, but was entirely accidental.

The object of my visit to Washington having been defeated, I returned home. Soon after, in March, 1801, the Jeffersonian administration came into power. The head of it gratified the public clamor against the navy by an order for the sale of the public ships, substituting gunboats for harbor defence in their stead. These seemed to afford to the public convincing proof, that, in the then existing state of public sentiment, no appropriation would be made by congress for building a dock-yard at Charlestown, the whole democratic party being opposed to a navy. This sentiment was so general that the subject of a navy-yard in the harbor of Boston, which had so long been desired, was no longer a topic of conversation.

Some years before this, perhaps in 1795 or 1796, the building of a turnpike over the marshes to Salem had been agitated, as appears by a communication in the *Mercury*, dated May 30, 1796 (Appendix A); but it was too expensive an undertaking to be suddenly adopted, and it was not until about this time that surveys of the route were made. These were done under the supervision of a committee of the petitioners, of which Moses Brown, Esquire, of Beverly, was chairman. As it was for some years in contemplation before leave of the legislature could be obtained, the change of the national administration took place, and "gunboat Jefferson," as he was sarcastically called, succeeded John Adams, who had made such *ruinous* expenditures in building mammoth frigates. The gunboat system for a while received the public favor. The declaration of the friends of the new administration, not only of this section of the country, but constituting a majority in congress; the debates in that body, and the official reports of the public functionaries fully showed, that in their opinion the support of a navy was not the policy of this country, and indicated that appropriations for it would hereafter be very limited.

I thought I would avail myself of this current of opinion,

although not according with it; and after several personal interviews with the road committee, whose favorable ear I obtained, at their request I addressed a letter to their chairman, embodying my arguments at shorthand, and pointing out the advantages of laying out their turnpike-road across Noddle's Island, and building a bridge from Smith's head to the north battery in Boston.

However strange it may seem at this day, when the wharf frontage in Boston is all occupied, yet there are many living who can remember that half a century ago the wharves in Boston above the north end ferry-ways, and those in Charlestown, were seldom visited, except by wood and lumber vessels, to which a draw in a bridge would be no greater obstruction than the bridge to Charlestown did to the same class of vessels which had to pass through it. Even the number of vessels at that time lying at the wharves in Charlestown and in Boston above the proposed bridge was less than that at the south end wharves above the Free bridge to South Boston, when the act authorizing its construction was passed in 1827.

No copy of my letter was kept. It was not even recollected to have been written until the original was recently shown and handed to the writer of it by Mr. Brown's son, Charles Brown, Esq., of this city, who found it among his father's papers. Its perusal will show that at that early date, even before the writer of it was twenty-one years old, he had formed a project of connecting the Island more intimately with Boston than it then was. The objections to the place proposed for the bridge were thought to be no greater than those against Charlestown bridge when that was built, and the road committee so seriously entertained the proposition, that a survey of the route across the Island and a plan of it were made by William Taylor, Esq. This plan, which was given to George Peabody, Esq. when the railroad to Salem was petitioned for, fell into the hands of the surveyors, and is not now to be found.¹ By this plan it is seen that the distance from Salem to Boston is nearly half a mile less than the route by Moreton's point in Charlestown.

¹ Fortunately I have recently received from the civil engineer of the East Boston Company, Mr. Noble, a copy of the plan above referred to; and an engraving of it faces this letter.

But, in consequence of the administration changing its views and giving an order for proceeding with the work, originally contemplated, of building a dock-yard at Charlestown, my project had to be abandoned. For although a bridge across the channel from the Island to the north battery would have formed but little obstruction to the class of vessels which then would have had to pass through its draw, yet it would have formed so serious an obstacle to the passage of ships of war to the navy-yard above it, that the projected route over the Island was given up, and the original one by Moreton's point substituted.

For several years no new or striking event occurred respecting the Island. David S. Greenough, Esq. directed the repairs and received and collected the rents, accounting with his cousin, Mrs. Sumner, or with her son as her attorney, for her proportion of the income, and with Mr. Hyslop for his. And happy were they in having a friend of such sagacity and incorruptible integrity to take charge of their interests, which he did gratuitously.

The gross rent of the Island at this time was one thousand dollars, and after deducting the tenant's charges for repairs, which often amounted to a third part of the rent, the balance was divided among the three proprietors according to their interests.

Mrs. Sumner died intestate, December 28th, 1810, and for myself, and as attorney and guardian to my sisters Mehitable and Eliza, I had the sole care both of my father's and mother's property until the 13th of May, 1815, when a division of her estate and that of her husband, of which she had been endowed, was made by the estimate and appraisal of three of the best judges of real estate in Boston, — William Brown, Uriah Cotting, and Ebenezer Francis, Esquires.

After the appointment of these gentlemen, I requested them to estimate the estates at their true cash value and submit their appraisement to me, when I would look it over and make such remarks upon their estimate of each article (whether it was too high or too low in my judgment) as occurred to me, and would request them, — after having given due consideration to the remarks, which, as an interested party, I should make, and

altering their report or not according to their judgment upon a revision of their appraisement,—to divide the same into three parcels of equal value, marking them one, two, three, and then to draw these numbers by lot against the names of each heir, and thus make the division among them ; and this was so done.

These gentlemen appraised the Malden wood-lots and Chelsea farm of 392 acres at \$12,600, and Noddle's Island of 660 acres, as they called it, at \$22,200. My remarks upon that appraisement were, that each of these two estates, in my opinion, was appraised too low, particularly the latter, as I should be willing to take it myself at even ten per cent. more than that. Upon a revision, they appraised them both higher, raising the latter from \$22,200 to \$25,000.

As I had set my heart upon this Island ever since I came of age, I would have been willing to have taken it at that, or even a greater, sum ; but as my sisters relied upon me to do them justice as well as myself, I did not see how an unobjectionable division could be made otherwise than by lot. To this mode of division there could be no objection now or hereafter ; and it would obviate those feelings of jealousy which are often indulged by females, and frequently not without cause, against their male coheirs.

As I had it always in contemplation, if the Island should become mine, by the application of my other means, to make it the object of my speculation, I was greatly disappointed when that portion fell to the lot of my youngest sister ; not that I was unwilling to do for her as I would for myself, but that my power as attorney and trustee would not allow me to apply her personal funds to speculative improvements. I kept my eye upon the object, however, in hopes that some opportunity would present itself by which it might be accomplished.

In some preceding part of this relation, I have mentioned the fact, that the elder Mr. Greenough declined answering definitely the inquiry of Mr. Binney, the navy-agent of the United States, what he would take for a part of Noddle's Island, (he wanted Smith's hill,) by saying indignantly, that no man could buy it under a quarter of a dollar a foot.

Some years afterwards, I think it was in 1824 or 1825, in a conversation with his son, the late Col. D. S. Greenough, I

mentioned to him, that both Mrs. Gerard and myself thought it was a great pity that his father had not availed himself of the opportunity of making a grand sale to the government of the United States, as he might have done upon Mr. Binney's application, and thereby have converted unproductive real estate into cash, which the government of the United States always paid for their purchases. He answered that he concurred with me in opinion, but that the old gentleman was fixed, and nothing would move him. I remarked that I was sorry, for that my sister's third part of the Island would lie idle, as it had done for years, unless the great proprietors could agree upon some plan for its more profitable improvement. "Never mind," said Colonel Greenough, "the time will come when you and I will have something more to do with it. When that happens, I will agree with you upon some plan of operation to bring it forward into public notice."

There was no movement nor proposition for improving the property other than as a farm until the period alluded to, which was nearly ten years after the division of my mother's estate. Meanwhile my sister Eliza, who had become the sole owner of my mother's interest in the Island, was married to James W. Gerard, Esq., of New York. This event took place in October, 1820; but, by their marriage settlement, the charge of my sister's property was continued in my hands as trustee. Her necessary expenses, from an increasing family, were greater from year to year, which seemed to me to be a reason why some steps should be taken to render her property more productive. Accordingly I suggested to Colonel Greenough, who was the only son and prospective heir of his father, that as he would not dispose of the Island to any stranger, but preferred to keep it solely for his (the son's) account, perhaps his father would let him commence operations for making it more valuable than it was. I told him if he would obtain his father's consent, I would endeavor to get my sister's, and make a company of it, as we could then sell out what portion of it we pleased to part with, and turn it into productive property. He said he would consult his father about it. I addressed Mr. and Mrs. Gerard fully on the subject, and received their reply on the 23d of February, 1825, and 8th of March following. They

consented to a sale of half of her interest at the rate of \$50,000 for the whole Island, but declined to spend any money upon it or to be connected with any company. The next year, in August, 1826, old Mr. Greenough died, and left all his estate, under certain restrictions, to the management of his son. In October of that year I married my first wife, Mrs. Perry, a daughter of the Honorable James De Wolf of Rhode Island. Soon afterward I went to Washington, having before my marriage been appointed a member of the military board, which was to consist of both army and militia officers, who were to convene at Washington for the purpose of devising a militia system, and a system of exercises and manœuvres of the cavalry and light-infantry and riflemen of the United States. Of this board Major-General Winfield Scott was president, and Major-General Thomas Cadwallader of the Pennsylvania militia, Brigadier-General William H. Sumner, Adjutant-General of Massachusetts, Beverly Daniel, Adjutant-General of North Carolina, Lieutenant-Colonel (afterwards Brigadier-General) Abraham Eustis, 4th artillery United States, Lieutenant-Colonel Zachary Taylor, 1st regiment United States infantry (since president of the United States), Lieutenant-Colonel E. Cutler, 3d infantry, U. S., and Major Charles Nourse, U. S. A., were members. The board was in session several weeks. Ever mindful of my project regarding Noddle's Island, which I thought might now soon be commenced, I availed myself of the opportunity which my sojourn in Washington afforded me of examining the records of the navy department, to ascertain from the surveys what information they would furnish, and the depth of water between the city and the Island. This was found to be five fathoms, one fathom deeper than any other part of the channel.

In this report, among other more important matters, Mr. Humphrey remarks, that "Noddle's Island presents a west and north-west exposure, which is a very cold one." His son, who was then the first clerk in the bureau of construction of the navy department, very readily furnished such papers as he could find connected with the report of his father. This was unaccompanied by plans, and was otherwise by no means as complete as the modern reports from the different bureaus of the government.

These papers have before been referred to in the historical part of this relation, and there is now no occasion further to remark upon them.

Some time after my return I opened the subject again to my sister and to Colonel Greenough. In my conference with the colonel, as well as in my letter to my sister, the capacity of the Island for city improvement was again enlarged upon and further developed, in case it could be connected with the main land by a bridge, and have a ferry established direct from the city. The plan then was to run the ferry, from the north battery to Smith's head, directly across the narrowest part of the channel. My sister's answer, dated 28th February, 1828, is before me. In this she said, that she did not dare to put the whole of her interest into corporate stock, even if a company should be formed, and that she wished every thing to be kept "*safe, safe,*" as regarded the little property left her.

In my interview with Colonel Greenough above referred to, I reminded him of my conversation with him years before, when his father was living; and asked him if he was now ready to discuss the manner in which these improvements should be commenced. He replied (much to my surprise) that he believed he should let every thing lie as it was. He said his father thought it a valuable property to him, and he himself did not know of any estate he possessed which was so safe and valuable to leave to his own children.

It is needless to say that after this no further effort to combine the interests of the proprietors for speculative improvement was made. Every thing went on in the old way; the third part of the rents of the Noddle's Island farm being credited to Mrs. Gerard.

Every door of improvement seemed now to be closed, and the building of a new city a vain imagination. Not exactly so, however, for the project of a railroad to Salem was soon talked of, which threw a gleam of light upon the subject, and which would effect the long sought for project of connecting the Island with the city by a ferry, if it should take that course, without any effort on the part of the proprietors, or agreement or concert between them, and which they would receive the benefit of, as it seemed, in spite of themselves. At that time

we had but little experience in railroads, and it was doubtful if subscribers could be found for the stock, even if the charter could be obtained. The expense of building the road on the Lynn marshes, and the bridges over their numerous creeks, and ferry-boats between the Island and Boston, it was thought, would make it too costly to yield an income to the proprietors, and there was but little spirit among interested persons to lead them to invest their money in so doubtful a project. Accordingly, the first object was to have a reconnoissance of the route, that some approximate estimate of the cost could be made; and the next, to get the stock taken up. For if that could not be effected, there could be no use in petitioning for leave to build the road.

At that time, in July, 1831, I was deeply interested in behalf of two gentlemen, Messrs. Perkins and Talmadge, of New York, who were large subscribers to the stock of the Boston and Providence Railroad, which had been surveyed, and was so favorably thought of, it was difficult to get any stock in it. I told them that I did not wish to undervalue their railroad, but that I had a project in contemplation which was worth two of it. They wished to know what it was. I told them if they would get into a carriage with me I would show them. We drove down to the north battery, then called Leach's wharf, and I pointed out the route which the railroad to Salem would take if it went over Noddle's Island, which, as Smith's hill loomed up, seemed to us within the distance of a rifle shot. I told them that the route over the Island had been surveyed thirty years before for a turnpike-road, and that the distance to Salem would be within a few rods of half a mile less than any other that could be taken; but that we intended to have a survey made for this distinct object, by which we could better judge of its practicability and cost. They viewed the subject in a favorable light, but said that they had their hands full then, and we parted.

But how uncertain are human events and the vicissitudes of life! Two years had hardly elapsed since the date of Mrs. Gerard's letter declining to join any company for improving the property, when Colonel Greenough was seized with an apoplectic fit, which, on the 6th of August, 1830, suddenly termi-

nated his earthly career. He left a widow and six children; but as one of them died soon after the father, there were but five to divide the inheritance with his widow.

William D. Sohier, Esq., of Boston, who was Colonel Greenough's classmate and intimate friend, was appointed the attorney of the widow, who administered upon her husband's estate. Her brother, James C. Doane, Esq., of Cohasset, assisted her in collecting the rents and taking charge of the Island and other real property which fell to her and her children, to whom she had been appointed guardian, the oldest, David S., then being but fourteen years of age.

Mr. Doane was a member of the general court from Cohasset for the year 1831, and, meeting him one day in the State house, the question was put to him what his sister designed to do with Noddle's Island. He answered that her attorney, Mr. Sohier, had advised her to sell it, thinking that the interests of the minor children would be promoted by so doing; for there was too much property lying dead without any adequate interest for minors to hold. Mr. Greenough's estimate of the net annual income of the Island for twenty years was but \$702.71. Mr. Doane also said, that the friends of the administratrix and guardian had advised her to apply to the court for leave to sell, and that they were going to do so. I told him at once if that was their determination, that I would buy it; that it had always been the object of my desire; and by making a purchase I could unite their interests, if I owned it, with my sister's and uncle's, and thus accomplish something that might be of mutual advantage, which it was not in the power of any one else to do. It was further said by the applicant, that he had not the means to do this unless they would give him time and accommodation for the payment of so large a sum as it would probably be estimated at. To this, Mr. Doane thought, there would be no objection, on security. "What does your sister ask for it?" said I. "She has no leave of court to sell," he replied, "and therefore cannot enter into any contract; but if she saw a prospect of making a good bargain for the heirs, I think she would be willing to apply for it." At an after interview, Mr. Doane thought if she could get one hundred dollars an acre for it, marsh and all, she would be induced to enter into

a negotiation. "Now, if you want it," said he, "as we have discussed the subject, I think I might venture to sell it at that price," and on the 21st of December, 1831, he sent me the following note:—

December 21, 1831.

DEAR SIR,—A few minutes only were allowed me to consult my friend, Mr. Sohier, owing to his indisposition. The result is not to vary from the proposition which has been made. If, therefore, a purchaser can be found for Colonel Greenough's part of Noddle's Island at one hundred dollars an acre for upland and marsh, I will engage, in behalf of the heirs, to convey their interest in the same.

Very respectfully yours,

JAMES C. DOANE.

To this it was replied, that although Mr. Doane was Mrs. Greenough's brother and confidential friend, his promise of sale, even if the terms were acceded to, would not be obligatory. "Besides," said I, "your sister will want to confer with her legal adviser, Mr. Sohier, respecting the terms and conditions, before she makes any definite offer. Will you be kind enough to ask her to do so, and to name her price and terms in writing, and give me the offer of it?" He did so; and her friends, having further reflected on it for two or three weeks, and probably considering that a purchaser of an undivided half of a farm of 660 acres, as (excluding the mill-pond) they then reckoned at, was not often to be found, advised the following letter to be sent:—

Roxbury, January 12, 1832.

GENERAL WILLIAM H. SUMNER:

SIR,—I will dispose of the interest which the late Colonel Greenough had in Noddle's Island, and now belonging to his heirs, for \$32,500, payable one fifth part upon delivery of the deed, the remainder secured by mortgage or otherwise to my satisfaction, payable at some distant day, paying interest at five per cent.—Provided the necessary power to sell can be obtained.—Reserving to myself the right to avail myself of

the first satisfactory offer to that effect made me, and to withdraw this upon six days' notice.

MARIA F. GREENOUGH.

This offer was accepted unhesitatingly; and, on the 25th, a memorandum in writing was signed by the parties, specifying the terms of sale more particularly, as mutually agreed upon.

The terms, other than those specified, it was said, should be made easy, and no money demanded under six months. Every inducement to purchase was kindly held out; but, now, when the great object of so many years' exertion was apparently obtained, obstacles to its accomplishment, which had always existed, but the weight of which was not forcibly felt until now, presented themselves. No time was to be lost in getting assistance towards enabling the contractor to fulfil his undertaking. His own pecuniary resources were limited; and his experience in former speculations taught him, that ruin, instead of fortune, would attend every project without ample means to carry it through.

Early in the present century, about the time the South Boston (then called Dorchester point) purchase was made, and a petition for a bridge from South street was presented, he was employed by the Roxbury canal corporation to oppose it. The plan, if effected, he saw, would enhance greatly the property of the projectors, although he was not willing to enter into a project individually which he was employed to oppose professionally. But, from this the spirit of speculation seized him, and he became a purchaser of one twentieth part of Paulus Hook, in New Jersey, opposite to New York, at a very advantageous price, with the intention to do, what has since been accomplished,—build a city there. But the hard times of the embargo and war pressed so heavily upon the project, that he was obliged to sell out, and was glad in doing so to get his money back.

The same effect attended another speculation in Boston, in which he was the proprietor of sixty shares from the beginning to the end. This was the project of John Peck, to whom he acted as attorney, and for whom he drew the act of incorporation called the Boston Mill Corporation, for filling up the mill-

pond lands in Boston, then consisting of about forty acres, and whom he assisted in procuring the releases of the trespassing abutters. Wealthy men, such as John Wélles, H. G. Otis, William Payne, Ebenezer Francis, Robert G. Shaw, Benjamin Bussey, and others, became the purchasers of shares, and had a paramount interest in the company. To them the assessments, which came heavily upon smaller proprietors, were light.

The same effect was produced, though not in an oppressive degree, in the Lamb's Dam farm, of seventeen acres, on Boston neck, of which he was the owner of one eighth part. This property was purchased in 1806, by a company consisting of George Cabot, Christopher Gore, William Payne, J. P. Davis, and myself, in the expectation that Suffolk street, which then ran through it, would be at once continued by the town of Roxbury to the main street, near Roxbury meeting-house. The petition for this was objected to so strenuously by Roxbury street, that it neither took place at that time, nor has it since; so that the expected rise on the land, which would have been consequent upon turning the travel through that street, did not take effect, and two of the wisest men in the land and their associates had to wait many years for the rise of the land from general causes for a profit, their capital lying dead all the time.

These instances convinced him, that men of money as well as of influence were needed for his direct support in so large a purchase as Noddle's Island.

It was necessary also, that the advantages which the Island presented for speculation should be convincingly urged to such as were applied to, before they could be expected to engage in it. If means could be furnished, the only uncertainty about the fulfilment of the bargain arose from the guardians getting leave of the court to sell. There seemed to be little doubt, however, but that would be readily obtained, as the measure was adopted by the advice of judicious men, of high standing in the community, on the ground that the minors could not improve it themselves otherwise than as a farm, as it had been, and by a sale they would be in receipt of three or four times the amount of income which their portion of it as a farm would yield.

The general court was in session at the time, and it was seen, that, to accomplish the projector's design of connecting the

Island with Boston by a ferry, its power would be needed, and no time was to be lost; especially as, if a petition for a railroad to Salem should be presented, a direction should be given it over the Island, which, it could be shown, was both the nearest and best. This route, it is known to you, was finally adopted; and the railroad was laid out over the Island, although it has been altered since, much to its cost. Persons of pecuniary means and credit, who, it was supposed, would have influence both with the petitioners in procuring the railroad across the Island and with the legislature, were selected, to whom to broach the subject. The Honorable Stephen White, a gentleman of fortune and influence, who had recently moved from Salem to Boston, and was a member of the senate from Suffolk, and Francis J. Oliver, Esq., the president of the American Insurance Office in Boston, and a gentleman of high standing and credit among the merchants, were the persons to whom the project was opened.

After they were satisfied, from Mr. Doane's note of December 21st, 1831, and Mrs. Greenough's of January 12, 1832, that the premises were obtainable by the projector for a price which he named, and which seemed to them reasonable, they communicated to him their wish that he would name the proportion of his purchase which he would part with, and the terms on which they would be let in to the speculation. The answer was that they might take not exceeding one half; and the terms were, that each one should be responsible for his own proportion, but that the said White and Oliver should advance all the money which Sumner should need for his part of the purchase-money and improvements until one year after the railroad to Salem should be constructed and opened for public travel, if the same should be so constructed and opened within the period of three years, and, if not then open, in four years at furthest, and should pay him twenty per cent., or one fifth part of the profits which their investment should yield them. If any additional proprietor's interest should be purchased, it should be held by the parties on the same terms. These were agreed to, and the outlines of an agreement to that effect were entered into on the 26th of January, 1832, even before leave was obtained by the guardian to sell. The purchase was completed on the 21st day of February

following; and on that day, by tripartite indenture, the parties further covenanted and agreed how they would hold the property; that they would endeavor to obtain the location of a railroad over the Island, and to have a ferry established between the Island and Boston, and an act of incorporation to hold the estate as personal property; and, in case such an act could not be procured, that they would convey the same to trustees, and manage it by a board of directors, etc. It was thus that these two gentlemen, Stephen White in two sixths, and Francis J. Oliver in one sixth, became associated with the projector in his purchase of one half of the Island, he retaining three sixths for himself.

To make the title certain, an act of the general court was passed, on the 18th day of April, 1833, confirming the sale.

There were many preliminary points to be settled before the mortgage and notes could be given, and these were not adjusted until the month of June following; but the mortgage and notes bore date on the 21st of February preceding. They were signed by all the three parties, and six notes at five per cent. interest were given, one to the widow for \$6,500 payable in six months, and five others, each for the sum of \$5,200, interest annually, payable on the days when each child should arrive at age, the last of which would be on the 21st of February, 1852.

The leading object of the parties now was to buy out, or obtain the control of, the remaining half of the Island. But it was long before a union of the interests of all the proprietors could be effected; but, by perseverance and a spirit of mutual accommodation, this was finally accomplished. Mrs. Gerard sold her two-sixth part for \$32,500, under restrictions as to assessments, etc., one half in cash, and one half in stock of the company to be formed, and Mrs. Hyslop (then Mrs. Hayden) sold her one-sixth part for \$15,000. Although it took time to reconcile these parties to a sale of their interests, we were nevertheless left unembarrassed in our operations, for no objections were made to our course of procedure.

Thus the whole Island came into the possession of the gentlemen who founded and put in operation the East Boston Company, to which organization are to be directly traced all

those improvements which have united to make Noddle's Island an important part of the metropolis of New England.

As this letter is only introductory to a detailed account of the Island history, it is neither necessary nor proper that it should anticipate to any extent the particulars which are to be recorded in the succeeding pages. It has only been my object to allude, in a familiar way, to my own recollections of the Island, and of men and circumstances connected with it, reserving the results of investigation and historical narrations for the body of the work.

Hoping that these personal reminiscences have sufficiently excited your interest to induce you to turn the leaf and read the full history of Noddle's Island,

I am, my Dear Sir, your friend and servant,

W. H. SUMNER.

H I S T O R Y.

HISTORY.

CHAPTER I.

THE EARLY CONDITION, NAME, AND OWNERSHIP OF NODDLE'S ISLAND.

NODDLE'S ISLAND is situated at the confluence of Charles and Mystic rivers, the united currents of which separate it from the city of Boston by a distance of one third of a mile. Its settlement dates back to the earliest accounts of Massachusetts bay, and its history includes many interesting incidents both of a local and general character.

In investigating the circumstances connected with the settlement and subsequent history of this Island, it has been found expedient to examine the records of the discoveries and settlements upon our extended sea-coast, in one of the most important harbors of which it is situated, and the early charters of the Plymouth and Massachusetts colonies. While upon this subject, the author addressed some questions to a valued friend and statistician,¹ who, in addition to the points particularly pertinent to the Island history, furnished him with a condensed and complete chronological account of all the early discoveries and charters. This paper will be found so useful, its accuracy it is believed, only being equalled by its conciseness, that the author feels that he would be derelict in his duty to the public if he omitted any part of it. It is therefore inserted entire in the Appendix.²

¹ T. Russell Jenks, Esq.

² Appendix B.

Many persons recollect the Island as it was before it was conveyed to the East Boston Company; recollect the old farm-house and surrounding barns, the little wharf, the bridge which connected Camp hill with the rest of the Island, and the various appurtenances which naturally belonged to a well-kept farm. In the care of this farm, Mr. Williams, the tenant, was at one time assisted by John Fenno, a well-remembered citizen, who subsequently kept a grocery on the Boston side of the Winnisimet ferry, and brought up a large and respectable family; several of the sons are now among the most useful and active citizens of Chelsea. Mr. Fenno, and afterward Mr. John King, who is now living at an advanced age, brought milk from the Island to Boston to supply the north end people. The Island was then a noted pasturage ground. A gentleman¹ who has many recollections of those early times, in speaking of this milk business, says, "when, in consequence of a storm or a dense fog, the boat was delayed, we boys were sent down with our pitchers to get the milk for breakfast; and many a scramble I had to be first, which sometimes ended in losing both pitcher and milk." Mr. Fenno married and moved to Boston, and Mr. King succeeded him as a milkman, and upon whom the northern part of Boston depended for their supply. One foggy morning he rowed across the channel with his load of milk; but the fog was so thick, resembling that of London, that it was two hours before he reached the Boston side. About nine o'clock he got into his boat and started for home. The fog had become so dense that he could not see a boat's length ahead; still he had been across so frequently that he felt sure that he could row straight to the Island. He pulled away with a good will, and rowed double the time necessary to take him home, but no Island appeared. A little alarmed, he kept on rowing, and wondered that he did not come to land. At last he heard the city bells ring for one o'clock! He began to be really frightened; and he afterward said that he verily thought the *Island had sunk*; for he *knew he had rowed over the spot where it ought to be!* Bewildered, and growing more

¹ Mr. Geo. Darracott.

and more alarmed as the hours of the afternoon passed away, he continued rowing, becoming more anxious and rowing the harder as night approached. At last the boat hit something, which on examination proved to be the pier of a bridge. He pulled along by hand from pier to pier until he reached the land, and then getting out of his boat he went ashore, and found himself at the *end of the old South Boston bridge*. He had been rowing from *nine in the morning until six at night*, and after this nine hours' work had made a distance of two miles.

Among the agricultural implements, Mr. Williams had a large screw-press for bundling hay compactly, then the only one, so far as is known, in the country. The greater part of the hay cut there was screwed, and sold for other ports, south and north; much of it was exchanged for wood with the wood-coasters of Maine; the eastern part of that district being then a new country, the wood-cutters and lumber-men did not cut enough hay for their own use, but were obliged to carry it from Boston, in order to keep their cattle in the woods. Now the case is reversed, and ship and car-loads of bundled hay are sent from Maine to Boston and ports further south, even to Mobile and New Orleans.¹

The Island, ever after its discovery, was a favorite pasturage ground; and during the summer months fine herds of cattle, flocks of sheep, and scores of horses, could be seen feeding along the green valleys and up the hill-sides. It was a great treat for the boys to assist in transporting the horses from Boston to the pastures on the Island. They enjoyed the trouble of getting them aboard the boats, and assisted in rowing across the channel, and as the boats struck the beach, the boys would leap upon the backs of the horses, jump them overboard, and swim them ashore, regardless of the salt water bath or the tem-

¹ A remarkable instance of change in the direction of certain branches of trade is to be seen in the leather business. Until within comparatively a few years, Roxbury was a *great tannery* for the country, and leather was sent from Boston and the vicinity to the south; to Baltimore and other southern cities. Now, Baltimore has become the great receptacle of the leather, which is shipped from that port to the shoe manufactories of Massachusetts.

porary danger. Other islands in the harbor were used for pastures, but Noddle's Island was perhaps more extensively than the others, on account of its proximity to the city and the establishment of a ferry. For a long course of years, these islands were a source of great convenience and profit in this way, and especially about the time of the Revolutionary war, they were well stocked with all kinds of domestic animals, which were brought from the surrounding country. These horses and cattle were the cause of many difficulties between the Americans and British, and at one time gave rise to a severe engagement on Noddle's Island, as will be fully shown in another place.

Noddle's Island was a favorite fishing ground for men, boys, and family parties; and in the quiet days of summer and autumn, along the pebbly beach, could be seen the patient fishermen, throwing their lines into the restless waters which rolled at their feet, and pulling out the incautious fish, while a little way from shore, in small boats, which rose and fell with every wave, the more expert ones would haul in the small cod, tom-cod, and flounders.¹ When enough had been caught to supply the wants of the party, all would go ashore, kindle a fire on the beach, and, in primitive style, fry their fish, or make an old-fashioned chowder, and, with a few extras brought from the other side of the channel, enjoy their repast with a zeal to be envied by modern epicures. Boats without cuddies, and sometimes larger ones, which went below for fish of greater weight, on their return landed upon the Island, and, kindling their fires, cooked the fish which they had brought with them. It was no unusual thing to see as many as eight or ten fires at a time

¹ At that time the tautog, now abundant, was not known in Boston harbor, although they were caught in great numbers south of Cape Cod. Joseph Barrell, Esq., who resided at Cobble hill, in Charlestown, sent his sloop round to the back of the cape, filled the well of the vessel with tautog, and bringing them home, put them in the water at the end of his wharf. From that time this favorite fish has been a frequenter of the harbor, and is caught from the bridges. Mr. Barrell formerly lived in an elegant house in Summer street, but becoming tired of his limited acres, and a part of his garden having been cut off to open Franklin street, he bought Cobble hill, (the site of the Insane Hospital,) and erected a mansion-house upon it, which he occupied as his home.

along the shore, and the parties engaged in various ways,—some in looking at their lines in the water with all a fisherman's patience and anxiety, others wandering up and down the beach, gathering sticks for the fire, or enjoying the prospect and the invigorating breezes, while still others were bending over the little fires, tending the fish which they were frying, or watching the kettle, which, suspended from crotched sticks, hung its sooty sides into the blaze.

The Island then presented a good picture of early times, early habits, and of the men of former days. But the beach fire has gone out, and the forge and furnace take its place; the steam-ferry plies where once the little milk canoe made its uncertain trips; immense ships and steamboats come to their wharves, where once the horses swam ashore; the pasture ground is covered by warehouses and private dwellings; the steam-engine supersedes the hay-press; and, in truth, "old things are passed away, and behold, all things are become new." And of the ancient frequenter of the Island it can be truly said—

"New streets invade the country; and he strays,
Lost in strange paths, still seeking, and in vain,
For ancient landmarks, or the lonely lane,
Where oft he played at Crusoe when a boy."

By patent, dated Nov. 3, 1620, King James the I. gave to the "Council of Plymouth" a grant of lands, "lying between forty and forty-eight degrees north latitude, and in length by all this breadth throughout the main land, from sea to sea."

A settlement was commenced by the "Plymouth Company," at Plymouth, on the 22d of Dec., 1620; and on the 13th of Dec., 1622, the Council of Plymouth, from whom the company derived their rights, gave to Robert Gorges, youngest son of Ferdinando Gorges (who had expended £20,000 in fruitless attempts to make settlements), and his heirs, "all that part of the main land in New England, commonly called and known by the name of the Massachusetts, or by whatever name or names whatsoever called, with all coasts and shores along the sea, for ten English miles, in a straight line, towards the north-east (accounting 1,760 yards to the mile), and thirty-

one English miles, after the same rate, into the main land, through all the breadth aforesaid; *together with all the islands so lying within three miles of any part of the said land.*"

Capt. Robert Gorges was employed by the Council of Plymouth, in 1623, as lieutenant-general, "to restrain interlopers and regulate all affairs." He acted under this commission but a few years, having died in 1628 without issue, when the land descended to John Gorges, his eldest brother. In January, 1628-1629, John (not his brother Robert, as is stated in a note to the London edition of Hutchinson's History of Massachusetts, 1765, page 6) conveyed to Sir William Brereton, of Handforth, in the county of Chester, baronet, and his heirs, a part thereof, namely, — "All the land in breadth lying from the east side of Charles river to the easterly part of the cape called Nahant, and all the lands lying in length twenty miles north-east into the main land, from the mouth of the said Charles river, lying also in length twenty miles east into the main land from the said Cape Nahant. Also *two islands lying next unto the shore between Nahant and Charles river, the bigger called 'Brereton,' and the lesser 'Susanna.'*"

Thus it appears that Noddle's Island, whose history it is the particular object of these pages to illustrate, the larger of the two, was first called Brereton, after the grantee. And as Sir William had a daughter Susannah, the other was probably named in honor of her. This latter, laid down on the old maps as *Hog island*, afterwards received the name of *Belle isle* from Joseph Russell, the owner of it, at the close of the last century. After his death it was purchased by the late John Breed, Esq., of Charlestown, a bachelor, who lived upon it in a large one-story stone house, of great length, built by himself. His brother in England is the present proprietor; and it is now sometimes called *Breed's island*.

It appears from the Massachusetts archives, that "Sir William Brereton sent over several families and servants, who possessed and improved large tracts of the lands granted to him, and made several leases," but it is not known that he ever came to this country. Probably he did not, as his grant was not recognized by the company or government; and, as will hereafter appear, he was a man of authority and of great note at

home. The largest of these islands took its name, indeed, from him; but then it often happens that an estate is called by the name of a tenant in possession, rather than that of a proprietor, especially if the latter is a non-resident. Such has since been the case with this Island; for, owing to the fact that Henry Howell Williams and his son Thomas occupied it as lessees for seventy years, it almost lost its proper name, and was often called Williams's Island.¹ But the name by which the Island has been familiarly known, from the earliest knowledge of it to the present time, has been *Noddle's Island*.

Conjecture has heretofore been busy to ascertain how the Island acquired its singular name, and after all the examination which has been made, the question is still unsettled. The solution of the mystery, however, seems to be connected with the fact, that at the time the first mention of the Island is made under that name there was a person in the colony of the name of *William Noddle*, and there can be little doubt that the Island takes its name from him. He was a man of character, being made a freeman, as we learn by the Colony Records, in 1631. The grant of the Island by the general court (1st April, 1633) to Samuel Maverick, it will be observed, was made to him, not under the name of Brereton's or Maverick's Island, as it probably would have been had Maverick been the first occupant, or had the renowned Sir William Brereton's claim been respected, but by that of *Noddle's Island*. Now it is not a violent presumption, that the person from whom it took its name was this same William Noddle, and that he was probably a settler upon the Island previous to the grant to Maverick.

That the Island bore this name prior to the grant to Maverick is evident. Johnson, in his *Wonder-working Providence*, speaks of Maverick as being at *Noddle's Island* in 1629; and Governor Winthrop mentions in his *Journal* under date of December 24, 1630, that "three of the Governour's Servants, coming in a shallop from Mistick, were driven by the wind upon *Noddle's Island*, and forced to stay there all that night without fire or food." This renders it certain that the Island,

¹ See Snow's *History of Boston*, p. 115.

when spoken of, was commonly called by that title. We hear of no other person in the colony of that name, unless in the mention made in Winthrop's Journal in June, 1632, that "one Noddle, an honest man of Salem, carrying wood in a canoe in the South river, was overturned and drowned." But this may have been, and doubtless was, the same individual, and he probably was a bachelor, as his name, so far as we know, has been extinct in Massachusetts ever since the upsetting of that canoe.

If it be inquired, "How did William Noddle get to this country at so early a period?" we answer:—It may have been that he was one of the persons sent over by Sir William Brereton as one of his settlers, or that he came over in one of the fishing shallops which cruised along the coast soon after the settlement of Plymouth. Several of these vessels had arrived and made fishing establishments at Piscataqua (Portsmouth and Dover), Cape Ann, and Naumkeag (Salem). At Merry mount, in Braintree, was the colony of Morton. Settlements also were early made in Winnisimet and Charlestown (in the former place, according to Hutchinson, about the year 1626).¹ These vessels were more numerous than is generally supposed; for we are informed, that as early as 1622 there were thirty-five of them on the coast of New England. Noddle may have come over with some of these parties, and been left at the Island which now bears his name; or he may have gone there from some of these fishing settlements; for there are historical proofs that there were removals from place to place even at this early period. For instance, we have an account of the journeying of David Thompson, some years before the arrival of Winthrop, from Piscataqua to the island in Boston harbor that bears his name, and from thence to Plymouth; and also an excursion to this Island, by Miles Standish, the year after his arrival at Plymouth.

That Noddle's Island had been inhabited some time before

¹ Johnson (in his "Wonder-Working Providence," chap. 17), says: "The planters in Massachusetts bay at this time [1629] were William Blackstone at Shawmut (Boston), Thomas Walford at Mishawum (Charlestown), Samuel Maverick at Noddle's Island (East Boston), and David Thompson at Thompson's island, near Dorchester. How or when they came there is not known."

the arrival of Governor Winthrop is presumed from the fact, that some of the passengers in the ship *Mary and John*, who wished to proceed from Nantasket, where they were put on shore, May 30, 1630, by Captain Squeb, to Charles river, where they were bound, obtained a boat of some who had staid in the country, at Noddle's Island and Charlestown, for trade with the natives. This must have been quite a large boat, as the party consisted of ten persons, who went to explore, and who took their goods with them in the boat. They also carried with them "an old planter," as they called him, who "had staid in the country and could speak something of the Indian language." From the fact that he is called an "old planter," and that he had acquired such a knowledge of the language as to make himself understood by the Indians, we infer that he must have been one of the settlers before spoken of at Noddle's Island or at Charlestown.¹

From the above-mentioned facts the inference seems to be justifiable, that the name which superseded the one given to this Island by Sir William Brereton was derived from William Noddle, a probable early resident upon it. He seems to have been the Robinson Crusoe of the Island without his "man Friday," and to have cruised about in his little canoe until he found a watery grave.

No regard seems to have been given to the grant of the Plymouth Company to Robert Gorges, or to the title of Sir William Brereton, who held under him, while at the same time great respect was paid to the latter person as a man. Leases were made under this grant, and families were sent over; and Sir William himself was only prevented from coming by the breaking out of the civil wars, in which he distinguished himself upon the popular side. As no compromise could be made with him, his claim and its litigation were bequeathed to pos-

¹ On their way, the boat stopped at Charlestown, where they ate boiled bass at an Englishman's house, but had no bread to eat with it. They sent the old planter to the Indians, and he persuaded them to keep at a distance that night. The next morning the Indians appeared, and in a friendly manner sent some of their number holding out a bass, and our people sent a man with a bisquet; and so they exchanged, not only then but often afterward, "a *bisquet* for a *bass*."

terity. His son-in-law, Edward Lenthall, Esq., of the Inner Temple (who married Susannah, for whom the "lesser island" was named), in 1691 claimed the lands in the right of his wife, but the claim was disowned by the committee of the council.¹ Hutchinson observes that the grant of the Council of Plymouth to Captain Robert Gorges was loose and uncertain, and no use was ever made of it.² That his grant to Sir William Brereton also was directly disowned by the Massachusetts Company, the following record shows:—

"*10th February, 1629-30.* Motion was made on behalf of Sir William Brewerton (Brereton), who, by virtue of a late patent, pretends right and title to some part of the land within the company's privileges and plantation in New England; yet; nevertheless, he intends not to contest with the company, but desires that a proportionable quantity of land might be allotted unto him for the accommodation of his people and servants, now to be sent over. Which request, the court taking into due consideration, do not think fit to enter in any particular capitulation with him therein, nor to set out any allotment of land for him, more than six hundred acres he is to have by virtue of his adventure in the joint-stock, nor to acknowledge any thing due unto him as of right, by virtue of his said patent, nor to give any consideration in case he should relinquish his pretended right, but they are well content he should join with them in the prosecution of this business, according to their charter, and do promise, in the mean time, that such servants as he shall send over to inhabit upon the plantation, shall receive all courteous respect, and be accommodated with land and what else shall be necessary, as other the servants of the company. Which answer was delivered unto those that were sent from him; and the court desired also that Capt. Waller and Mr. Eaton would signify the company's affection and due respect unto him, he having written to them about this business."³

Capt. Robert Gorges, the brother of John, the grantor, and

¹ Barry's Hist. Mass. Vol. I. p. 169.

² Hist. Mass. Bay, Vol. I. pp. 5 and 6.

³ Massachusetts Records, Vol. I. pp. 68, 69.

the son of Sir Ferdinando, was a man of some eminence in that early period of the colonial history, if we may judge by his title; for he was employed by the council in 1623, as lieutenant-general, to "restrain interlopers and regulate all affairs." He was the first person who bore that title in this country. We have no recollection of this title having been conferred on any person from that time until it was given to General Washington, as commander-in-chief of the armies of the United States, in the quasi war with France in 1798; nor from that time until, by a late vote of congress (in 1855), the complimentary title of Brevet Lieut.-General was conferred upon Major-General Winfield Scott, the general in chief of the armies of the United States, for his gallant and distinguished conduct in the war with Mexico, as exhibited in the victories which he gained over the enemy. Thus we see, that, in the course of upwards of two centuries, there have been but three persons who have held that high military rank. The powers of the two latter officers, however, as commanders of the armies, were in wide contrast with those of the former, whose limited power as lieutenant-general was the very humble one of "restraining interlopers, and regulating all affairs!" Notwithstanding his high commission, and the extraordinary authority given by it, as his grant was not confirmed, he sacrificed his distinguished rank to interest, left the colony, and never returned to resume the duties of his office in restraining interlopers; and it is not known who afterward wore his epaulettes, or upon whom his responsible duties descended, or whether interlopers were ever afterward molested by so high a functionary. Not so with Sir William Brereton, the first grantee of Noddle's Island, and the major-general of Cheshire, Staffordshire, and Lancashire. Although he had so large a grant in this country, he never left England; for he valued his rank and military fame more than he did his extensive possessions in the new world, and his military honors at home were greater by far than any he could hope for here. His wonderful exploits are recorded in a valuable work, printed in London in 1647, and very rare in this country, written by John Vicars, and called "*England's Worthies under whom all the Civil and Bloody Warres since Anno 1642 to Anno 1647 are related.*" As Sir William has a particular claim upon our

attention, being so early and intimately connected with the Island, it is proper that some of his valiant deeds should here be noticed ; and for this reason, and as a matter of curiosity to the reader, we quote from the old book just mentioned. Here we find recorded in quaint language, that —

“ This most valiant and successefull Patriot of his country was blessed by God with many memorable and famous Victories over his Countrie’s enemies, as first in the yeare 1642, In notably beating that Arch, Malignant enemy of those parts, Sir *Thomas Aston*, neere *Namptwich*, utterly routing all his forces, taking about 100 of his souldiers prisoners, with many horse and Armes, and making Sir *Vincent Corbet* fly in a panick feare for his life.

“ 2. Hee beat him againe most soundly at *Middlewich*, where he took prisoners, Sir *Edward Mosely*, Colonel *Ellis*, divers Lieutenant-Colonells and Majors, 11 Captaines, most of all his field Officers, about 600 souldiers, 2 peeces of Ordnance, many Arms, all his bag and baggage, his Army wholly routed, and *Middlewich* firmly possessed by this noble and victorious Commander.

“ 3. He also obtained a most famous Victory over the Earle of *Northampton*, who was slain in the fight, and divers other Commanders and Officers slain and taken prisoners.

“ 4. He also bravely beat the E. of *Darby* at *Stockton* heath ; And Sir *Vincent Corbet* also a second time at *Draughton* in *Shropshire*, and took from him many prisoners, horse and Armes.

“ 5. And in the yeere 1643, he took *Wolverhampton*, and *Whitchurch* in *Shropshire*, by a terrible storme, *Stafford Town* and Castle also, and *Eccleshall* Castle, with all the Ordnance, Armes, and Ammunition in them, and much other rich prize and booty.

“ 6. He bravely beat the cowardly L. *Capell* at *Lappington*, and at *Leighbridge*, where he put him twice to retreat and rout, slew many of his men, and forced him to fly into *Shrewsbury* for shelter ; he also took *Holt* bridge by storm, a strong Garrison of the enemies ; with his taking of *Wrexham*, in *Wales*, *Hawarden* Castle, and *Gusanna* house, a strong Garrison of the enemies in *Wales*.

"7. He won a most famous Victory of the Lord *Capell* and the Lord *Byron* at *Namptwich* Siege; and Sir *Thomas Aston* also, where he routed all *Byron's Irish* forces, took Major-General *Gibson*, Sir *Francis Butler*, and divers other eminent commanders prisoners, together with 2000 common souldiers, and bloody *Irish* women, 6 peeces of Ordnance, above 20 carriages, all their bag and baggage, and where were slain in the fight about 300 of the enemies, and *Byron* himselfe forced to fly into *Chester*.

"8. He also beat the enemy sorely at *Welshepoole* in *Montgomeryshire*, together with Sir *Marmaduke Langdale* at *Malpasse* in *Cheshire*, in *August*, 1644, where he slew and took many eminent Commanders and Officers, and brought them prisoners to *Namptwich*.

"9. At *Tarvin* also he most magnanimously beat the enemy; and slew Col. *Marrow*, a most pestilent Atheistical Royalist; and drove the enemy also out of *Worrall* Island, and settled firmly many Garrisons in those parts.

"10. This most renowned Commander obtained a most glorious Victory over his enemies at *Montgomery* Castle, at the relieving of noble Sir *Thomas Middletons* forces besieged therein, where he put the enemy, being then very strong, to a totall rout and flight, took prisoners Major-Gen. Sir *Thomas Tildsley*, Major-Gen. *Broughton*, Lievtenant Col. *Broughton*, Major *Williams*, 19 Captaines, 23 Knights and Gentlemen, 33 Cornets and Ensignes, 57 Sergeants, 61 Corporals, 11 Drums, 5 Trumpets, 1480 common souldiers; slew two Lievtenant-Colonels, 7 Captaines, with many other Officers, 500 common souldiers, and took their Armes and Ammunition, bag and baggage.

"11. Hee also took the Town and Castle of *Liverpoole*, with all the Ordnance, Arms, and Ammunition therein; and had singular good successe in preventing a dangerous designe of Prince *Rupert* and Prince *Maurice* to have passed their forces through *Cheshire* into *Lancashire*, against our Brethren of *Scotland* in the north.

"12. Hee also took the brave and strong Town and Castle of *Shrewsbury*, with all the Ordnance, Armes, and Ammunition therein, with very many riches, prisoners, and prizes.

“13. Hee also routed the King’s forces at *Denbigh*, in *Anno* 1645, and tooke 400 of the enemies prisoners, about 600 horse, and many of the enemies slain in the fight.

“14. He also took the strong Castle of *Beeston* with all the Ordnance, Armes, and Ammunition therein; and also took the strong and considerable Town and Castle of *Westchester*, by composition or treaty, with all the Ordnance, Armes, and Ammunition therein, which were very many, and much other rich prize.

“15. He also took the Town of *Leichfield*, and obtained a most glorious Victory over the Lord *Ashley*, the last and greatest prop of the Kings party at *Stow* in the *Woulds*, where he routed the said Sir *Jacob Ashleys* whole Army, took the Lord *Ashley* himselfe prisoner, with divers other eminent Commanders, about 1800 common souldiers, with all their Armes, Ammunition, bag and baggage.

“16. After this hee took *Titbury* Castle, with all the Ordnance, Armes, and Ammunition therein; together with *Dudley* Castle also (a most strong and almost impregnable Castle, in the yeere 1646) with all the Ordnance, Armes, and Ammunition therein also.

“17. And at last after a long Siege his valiant and Victorious forces took *Leichfields* strong close, where hee took prisoners 7 Colonels, 6 Commissioners of Array, 2 Lievtenant-Colonels, 8 Majors, 32 Captaines, 15 Lievtenants, 8 Cornets, 9 Ensigns, 21 Esquires and Gentlemen of quality, 700 common souldiers, and all the Armes and Ammunition therein; And thus was a Speciall instrument of ending Victoriously those our unhappy and unholy Civill Wars.”

Sir William was indeed a valiant knight; and perhaps it was fortunate that he did not come to this country and settle on that “bigger island” which for a little time bore his name; for Winthrop and Standish, and their companions, would hardly have dared to have come into the vicinity of this renowned soldier in the “Bloudy Warres,” through fear that, differences of opinion arising, they might be as “notably beaten” and “utterly routed” as “that arch malignant enemy, Sir Thomas Aston.”

This “bigger island,” which the famous Sir William named

for himself in 1628-9, was in the following year called *Noddle's Island* by Governor Winthrop, from its former probable occupant. It is also noted by that name on the 5th of July, 1631, in an enumeration of the islands in Boston harbor in the public records of Massachusetts.

It was then ordered "that all the Ilelands within the Lymitts of this pattent, viz: Conant's Ileland, Noddle's Ileland, Thompson's Ileland, together with all other Ilelands within the lymits of our pattent, shall be appropriated to public benefits and uses, & to remaine in the power of the Governor & Assistants (for the time being), to be lett and disposed of by them to helpe towards publique charges, & that no p^rson whatsoever shall make any use or benefitt of any of the said Ilelands by putting on Cattle, felling wood, raising slate, &c., without leave from the Governor & Assistants for the time being."¹

At this early period the Island was frequented by waterfowl, pigeons, and other edible birds, and on this account proved so attractive to the hunters that it was very soon found necessary to pass a law to protect the game which flocked thither in great numbers. This law or order, which may be interesting to sportsmen, was passed on the 3d of April, 1622, to the effect "that noe person whatsoever shall shoote att *fowle* upon Pullen poynte or Noddles Ileland, but that the said places shall be reserved for John Perkins to take fowle with *netts*."² What a privilege! None such is granted in these days. Whether the ducks or plover which two centuries afterward frequented the Island in great numbers were at that time so plenty as to be caught with nets, we are left in doubt, except from the terms of the statute. Be that as it may, the writer of this, a half century since, in a violent north-east storm, has known that kind of plover called dough-birds, from their superlative fatness, light upon the Island in such large flocks and in such a wearied condition, that it seemed as difficult for them to fly as it is for seals to run; and Mr. Williams related to him, that in attempting to rise on the wing they were chased by the men and boys and knocked down with clubs! None are now to be seen where once they were so abundant, and even the market offers

¹ Mass. Records, Vol. I. p. 89.

² Ibid. p. 94.

but few at fifty cents apiece! It was remarked by him, that they flew by Boston in the month of August, and if the August storm passed and these birds were not seen upon the Island, but very few of them would be seen in the market that year. Often, as they flew over the Island in flocks, they were shot, and were sometimes so fat that their breasts would break open as they fell upon the ground. It is, however, more probable, that the fowl which Mr. Perkins had the exclusive privilege of catching with nets were the wild pigeons, which frequent the first clearings in the woods, rather than ducks or plover, which require no statute to prohibit their being caught in that manner. It however does not appear on the grant what consideration was paid for it, nor why Mr. Perkins should have had this exclusive privilege. But as the public always like a *quid pro quo* for all benefits received, it is not improbable that he was a progenitor of the same family which in our day have so distinguished themselves by their munificent liberality to our charitable public institutions. If so, the grant may be easily accounted for, as the grantors would have rested in security of getting a consideration in a full tithe of the earnings of his industry. Mr. Perkins, however, enjoyed this privilege but a short time, as the Island was soon afterward granted to Mr. Maverick for a special consideration, without any reservation of this right.

It appears that from the time of Mr. Perkins's grant down to the extensive improvements within the knowledge of the present generation, the Island has been a great resort for birds. This is shown in an anecdote in the journal of the Williams family, which, as illustrative of this fact, is here inserted, although it anticipates the chronological arrangement.

Says the journal, under date of the 2d of September, 1795: "Tom (Williams) went out with his gun, and returned at one with *six dozen birds*, with the assistance of Harry (Williams), who met him at the farm. He would not stay to dine, but took a new recruit of powder, and set off again. They returned at five, with *three dozen* more."¹

¹ The writer here acknowledges his great indebtedness to the politeness of John Avery, Esq., of Lowell, for permission to examine, and make free use of,

Prior to 1633, the accounts of Noddle's Island are very meagre, but with that year commences a series of events which constitutes an uninterrupted narration, abounding in historical interest.

the manuscript *Family Journal of the Williams Family*, a narrative of daily occurrences on Noddle's Island beginning with the year 1793, now in the possession of Mr. Avery. From this valuable document much interesting matter has been obtained, which will be found scattered through the book. The volumes, which are large folio, thick and closely written, contain a full family history, facts, dates, incidents, memoranda of persons, places, and things on the Island and in the city. The narrative is full, going into every detail, and possesses great interest to the antiquary. The writer's access to these books is one of those fortuitous circumstances which seldom occur, and which he duly appreciates. The journal was continued after the family removed to Chelsea.

CHAPTER II.

SAMUEL MAVERICK, GRANTEE OF NODDLE'S ISLAND; HIS ANCESTRY.

ON the 1st of April, 1633, the record states, that —

“Noddle's Island is granted to Mr. Samuel Maverick, to enjoy to him and his heirs for ever, yielding and paying yearly at the General Court to the governor for the time being, either a fat wether, a fat hog, or 40s. in money, and shall give leave to Boston and Charlestown to fetch wood continually, as their need requires from the southern part of the said Island.”¹ On the 7th of December, 1636, the jurisdiction of the Island was laid to Boston, and on the 13th of May, 1640, it was declared “that the flats round about Nodles Iland do belong to Nodles Iland to the ordinary lowe water marke.”²

The name of Maverick has been associated with the colonial history from its earliest dates, and especially with the history of Noddle's Island, the first grant of which, by the general court, was to *Samuel Maverick*, who had occupied it for several years previous. There were a number of persons in New England by the name of Maverick as early as 1630; and the names of the Rev. John Maverick, Samuel, Elias, Moses, and Antipas have come down to posterity. From circumstances hereafter to be named, it seems probable that they were all connected by family ties, although it is sometimes difficult to trace the precise relationship. The early history of the family is involved in much obscurity, which is the more to be lamented as some of its members bore a conspicuous part in the affairs of the

¹ Mass. Records, Vol. I. p. 104.

² Ibid. p. 291.

colony.¹ The direct narrative of this book has particular reference to *Samuel*, the first grantee of Noddle's Island; but it has been thought proper to introduce all the information relative to those of the name which a diligent search and patient investigation could afford.

The fact that no previous attempt has been made to present a connected account of this family or of any of its members has induced the writer to make a thorough search among the early records of the colony; and as the result of his labors, while many points remain unsettled, and some errors may have crept in through the well-known difficulties attending a search into old records, he is able to present a more connected and fuller history of the Mavericks than has before been published. As many disputed points are thus settled, and others are fairly stated, and some important facts recorded, it is hoped that the general reader will find much to interest, and the antiquarian some dates and items which will gratify his taste for the ancient and honorable.

The most prominent of any of the name was *Samuel Maverick*, the owner and first white inhabitant of Noddle's Island, a stanch Episcopalian and a firm royalist. Around him as a centre, we find others of the name among the first settlers in Massachusetts Bay; and from these, probably, have originated the few families which have borne the name throughout the country. It is impossible, with one exception, to ascertain when these different Mavericks emigrated from England. This exception is the Rev. John Maverick, of Dorchester. Before going particularly into the life of Samuel Maverick, a few facts will be given, which have been collected concerning his father, "the godly Mr. Maverick," who was one of the original pastors of the first church in Dorchester.

The Rev. John Maverick was a minister of the established church, who resided about forty miles from Exeter, in Eng-

¹ There was a Radford Maverick, vicar of Islington, England, in 1603, and R. Maverick, rector of Trusham, between 1586 and 1616 (Mass. Hist. Coll.); but it does not appear whether those of the name in this country were of this connection.

land,¹ and, judging from the scattered accounts which have come down to us, he was a godly man, a beloved pastor, and a safe and trustful guide in temporal and spiritual things. The first mention made of him is at the time the pious people assembled in the New Hospital, Plymouth, England, and were formed into a Congregational church. This was early in the year 1630; a year in which "it pleased God of his rich grace to transport over into the bay of the Massachusetts divers honorable personages, and many worthy Christians."²

Preparations were then being made for a large emigration to New England, or more particularly to the Massachusetts colony, and Winthrop's fleet was getting in readiness as speedily as possible. Having decided to leave their native country for an unknown wilderness, or, more truly, compelled to leave, or else yield their freedom to worship God how and when they pleased, the preliminary arrangements were prosecuted with an earnestness of purpose and a religious feeling which made manifest their motives of action. The day of this meeting at the hospital was an important one to those who were incurring the frown of the government by thus assembling. A decisive step was then taken, which was to affect the whole future course of their lives, and, with the reverence peculiar to those days and too rare in these latter times, they looked to their spiritual leaders for direction in all things. A devout and earnest spirit characterized that meeting. Mr. White, an indefatigable promoter of the colony and a man eminent in his profession, preached in the forenoon. In the afternoon, the Rev. John Warham, a celebrated divine of Exeter, and Rev. John Maverick, who lived about forty miles from him, were chosen and ordained by the church as their clerical officers. The fact that Mr. White was present and coöperated with the others is good evidence that the two ministers then chosen were well qualified, and adapted for the important station they were to fill. They had both been ministers of the established church in England, and had, therefore, been ordained by some bishop, as none

¹ Winthrop's Journal, Vol. I. *28, note; Felt's Eccl. Hist. p. 128, 129, etc.; Young's Chronicles, p. 347, n.; New England Memorial, p. 111, note.

² New England Memorial, p. 107, etc.

other in those days were allowed to preach; nor, indeed, were separate congregations allowed until the civil war commenced, in 1642. Such was the rigor of government at that time, that Mr. Maverick and Mr. Warham would not have been allowed to form a Congregational church at Plymouth, were it not that those who thus associated were preparing to emigrate to New England, and were nearly ready to sail thither.¹ Cotton Mather includes Mr. Maverick in his "*First Classis*" of ministers, which "classis," he says, "shall be of such as were in the *actual exercise of their ministry when they left England*, and were the Instruments of bringing the *Gospel* into this Wilderness, and of settling Churches here according to the Order of the Gospel."² It is, of course, not probable that Mr. Maverick would have been spoken of as in the *actual service* of his office, unless he had been a clergyman, (and of the church, of course), previous to the meeting at Plymouth. Besides, he is at that time spoken of as "the godly Mr. Maverick," as if he was well known, which would not be probable if he had been a private citizen. Prince, in speaking of the "*eminent and noted ministers*" who came over in Winthrop's fleet, mentions "*Mr. John Maverick*, and Mr. John Warham, who *had been ministers in the west country*. These were the first who came to set up Christian churches in this heathen wilderness, and to lay the foundation of this renowned colony."³ It appears, from different authorities, that he was older than Mr. Warham, and in one place we find him mentioned as the "*good old Mr. Maverick*."⁴ This point will have its weight upon another page.

The meeting at the hospital was a judicious step, fitted to preserve union, and secure their civil and religious liberty; and the uniting themselves in a church previous to their embarkation gave a character and system, and definite purpose, to the enterprise, which would be of great use to the members when they should arrive in the new world. It is a fact worthy of note, that these were the first emigrants to this country known

¹ Prince's Annals, pp. 369, 370.

² Mather's Magnalia.

³ Prince's Annals, p. 281. Also Bradford's Hist. Mass. p. 23.

⁴ New England Memorial, p. 111.

to have prepared themselves in this manner with full ecclesiastical privileges prior to leaving England. They came to this country as an organized church, and immediately on arrival they were ready to act as such, and thus had many advantages which were to be obtained only from concerted action.

The meeting at the hospital, and other attending circumstances, are thus recorded in the quaint old style:—

“In ye year 1629, Divers Godly Persons in Devonshire, Somersetshire, Dorcetshire, & other places, proposed a Remoue to N. England, among whom were two Famous Ministers, viz. MR. JOHN MAVERICK (who I suppose was somewhat advanced in Age), & Mr. John Wareham (I suppose a younger man), then a preacher in the City of Exon, or Exeter, in ye County of Devon. These good People met together at Plymouth, a Sea-port Town in ye sd County of Devon, in order to ship themselves & families for New England; & because they designed to liue together, after they should arriue here, they met together in the New Hospital in Plymouth and associated into Church Fellowship and chose ye sd *Mr. Maverick* & Mr. Wareham to be their Ministers & officers; the Revd. Mr. John White of Dorchester in Dorcet (who was an active Instrument to promote ye Settlement of New England, & I think a means of procuring ye Charter) being present, & preaching ye forepart of ye Day, & in ye latter part of ye Day they performed ye work aforesaid.”¹

Roger Clap, in his Memoirs, gives the same account, together with some personal matters. He says: “I never so much as heard of New England until I heard of many godly persons that were going there, and that Mr. Warham was to go also. I then wrote to my father, who lived about twelve miles off, to entreat his leave to go to New England; who was so much displeased at first that he wrote me no answer, but told my brethren that I should not go. Having no answer, I went and made my request to him; and God so inclined his heart that he never said me nay. For now God sent the reverend Mr. Maverick, who lived forty miles off, a man I never

¹ Blake's Annals of Dorchester, 7-10; Gen. & Hist. Register, Vol. V. p. 389, etc.

saw before. He, having heard of me, came to my father's house; and my father agreed that I should be with him, and come under his care; which I did accordingly. So God brought me out of Plymouth the 20th of March, in the year 1629-30, and landed me in health at Nantasket, on the 30th of May, 1630, I being then about the age of twenty-one years. Blessed be God, that brought me here!" "It was God that sent Mr. Maverick, that pious minister, to me, who was unknown to him, to seek me out that I might come hither."

"There came many godly families in that ship. We were of passengers many in number, (besides seamen,) of good rank. Two of our magistrates came with us, viz., Mr. Rossiter and Mr. Ludlow. These godly people resolved to live together; and therefore, as they had made choice of those two reverend servants of God, Mr. John Warham and Mr. John Maverick, to be their ministers, so they kept a solemn day of fasting in the New Hospital in Plymouth, in England, spending it in preaching and praying; where that worthy man of God, Mr. John White, of Dorchester, in Dorset, was present, and preached unto us the word of God in the fore part of the day; and in the latter part of the day, as the people did solemnly make choice of and call those godly ministers to be their officers, so also the reverend Mr. Warham and Mr. Maverick did accept thereof, and expressed the same. So we came, by the good hand of the Lord, through the deeps comfortably, having preaching or expounding of the word of God every day for ten weeks together by our ministers."¹

The company set sail from Plymouth on the 20th of March, 1629-30, in "that great ship of four hundred tons," the *Mary and John*. The vessel was indeed a floating Bethel. Religious services were held daily, and the pious passengers seemed impressed with the duties and responsibilities they were soon to meet. The ship, under the command of "one Captain Squeb, arrived at Nantasket (now Hull) ye 30th of May, 1630. They had agreed with Capt. Squeb to bring them into Charles River, but he was false to his bargain, and turned them ashore at Nantasket and their Goods, leaving them in a forlorn wilder-

¹ Young's Chronicles, pp. 346-348; Prince's Annals, p. 369.

ness. They got a Boat of some that had staid in ye Country, (I suppose for Trade, for there were some on *Noddle's Island* and at Charlestown that staid in ye Country for Trade with ye Natives,) and with their goods rowed (as I suppose) up to ye Mouth of Charles River, it being about 3 Leagues. They went up the River until it grew narrow and shallow, Intending there to set down, it being about ye place where Watertown now is. They had not stayed here but a few days but ye Rest of their company had found out a neck of land joyning to a place called by ye Indians Mattapan (Dorchester), so they settled at Mattapan.

"They began their Settlement here at Mattapan ye beginning of June, as I suppose, or thereabout, A. D. 1630, and changed ye name into Dorchester. Why they called it Dorchester I have never heard, but there was some of Dorcet Shire, and some of the town of Dorchester that settled here."¹

This Captain Squeb appears to have treated his passengers in a most shabby manner. Instead of bringing them up Charles river, according to his engagement, he landed the sea-worn wanderers with their goods upon Nantasket Point, and there left them "to shift for themselves in a forlorn place in this wilderness." Says Roger Clap, "Capt. Squeb turned ashore us and our goods, like a merciless man; but God, even our merciful God, took pity on us," etc. On the next day after their arrival they obtained a boat from some of the old planters, and having laden her with goods and manned her with some able men well armed, they went up towards Charlestown to see whether the company could be accommodated there, while others went to explore the adjacent country for a location.²

At Charlestown the boatmen found "some wigwams, *some few English, with an old planter who can speak Indian, and one house.*"³ Continuing their course up the river, they landed their goods at Watertown. As evening came on, they were greatly alarmed on learning that a body of three hundred

¹ Gen. and Hist. Reg. Vol. V. p. 390; Blake's Annals of Dorchester, pp. 7-10.

² Felt's Eccl. Hist. p. 134.

³ The "one house" was probably the one at Charlestown, "wherein lived Thomas Walford, a smith."

Indians had encamped "hard by." Fortunately for them, the "old planter" had accompanied the party; for, going to the Indians, he persuaded them to leave, and the explorers were left unmolested.¹ This incident shows that this "old planter" must have resided here some time, as he had evidently learned the language of the Indians, and was sufficiently in their confidence and acquaintance to exert an influence over them. The devout Clap says, with a thankful heart, that God "caused many Indians (some hundreds) to be ruled by the advice of one man, not to come near us. Alas, had they come upon us, how soon might they have destroyed us! I think we were not above ten in number. But God caused the Indians to help us with fish at very cheap rates."² A friendly intercourse was immediately established between the Indians and the English, commencing with that most ancient form of hospitality, the offering of food. In this instance the Indians made the first advances. A shelter was erected here for their goods, but they did not remain long, for their companions found a neck of land suitable to keep cattle on, and this party was ordered to join them. "So we remove to Mattapan, begin the town, name it Dorchester, and here the natives also are kind to us."³

The Mary and John was the first of the large fleet of ships, seventeen in number, which arrived in New England in 1630, having one hundred and forty persons on board.⁴ They landed

¹ Prince's Annals, p. 277; Snow's Hist. Boston, p. 25; Young's Chronicles, p. 349.

² Young's Chronicles, p. 350.

³ Prince's Annals, 278.

⁴ List of ships which arrived in New England in 1630:—

- | | |
|-------------------|-----------------------------------|
| 1. Lion. | 10. William and Francis. |
| 2. Mary and John. | 11. Trial. |
| 3. Arbella. | 12. Charles. |
| 4. Jewel. | 13. Success. |
| 5. Ambrose. | 14. Gift. |
| 6. Talbot. | 15. Another. |
| 7. Mayflower. | 16. Handmaid. |
| 8. Whale. | 17. Another sent out by a private |
| 9. Hopewell. | merchant. |

See Prince's Annals; Young's Chronicles, p. 311, etc.

at Nantasket on the 30th of May. On the 14th of June, the admiral of the New England fleet arrived in Salem. In the vessel which bore this distinction came Winthrop and Isaac Johnson as passengers. Soon after their arrival, a party set out from Salem to find a suitable place for settlement, and in their excursion met with the party from the *Mary* and *John*. Says Winthrop, "As we came home (from Charlestown to Salem) we came by Nantaskott, and sent for Capt. Squib ashore (he had brought the west country people, viz. Mr. Ludlow, Mr. Rossiter, Mr. Maverick, etc., to the bay, who were set down at Mattapan), and ended a difference between him and the passengers; whereupon he sent his boat to his ship (the *Mary* and *John*) and at our parting gave us five pieces."¹ The cause of this difference was, without doubt, the ill treatment of the passengers as before stated. For his base conduct Captain Squeb was afterward obliged to pay damages.²

Having decided to settle at Mattapan, afterward Dorchester, they move thither "by the Lord's day," which they hallow with praise to him for his protection, and other appropriate acts of worship. Mr. Maverick and Mr. Warham, immediately on their arrival, put their *already organized* church into operation, the same day that church-fellowship was commenced at Watertown.³ The church at Watertown had not then been organized; that at Dorchester emigrated as an organized body, thus conclusively establishing its priority.

The remainder of the week is spent by the Dorchester emigrants in "setting up cottages, booths, and tents" to protect their families, and on the following Sabbath they renew their vows of Christian faithfulness by partaking of the sacrament. Thus prepared with an harmonious organization, godly and honored ministers, and in the full enjoyment of those free religious privileges for which they had sacrificed so much, they commence the experiment of colonial life. A common interest pervades the company; the ends in view, whether principal or

¹ Winthrop's Journal, Vol. I. p. *28. "Five pieces" — a salute of five guns.

² Trumbull's Hist. Connecticut, Vol. I. p. 8.

³ New England Memorial, p. 110.

subordinate, have a common demand on their united efforts; and a deep religious feeling controls all their actions and purposes, calls into exercise their best affections and powers, and insures the security of their highest welfare. In this manner did the Dorchester settlement commence, a fine example of a firm purpose and determined energy controlled and exercised by religious principle.

Mr. Maverick took the freeman's oath on the 18th of May, 1631, having made application on the 19th of October preceding,¹ and appears to have been active in his duties as a pastor and citizen, and an instance is on record of his successful services as peacemaker. Prince states, that, "by the mediation of the reverend Mr. Maverick, Warham, and Wilson, governor Winthrop and deputy-governor Dudley are now happily reconciled."²

An instance is recorded, by Winthrop,³ of the "wonderful working of a kind providence," in the preservation of the life of the Rev. Mr. Maverick and the meeting-house at Dorchester of which he had charge, and which contained the military stores. From his ignorance as a magazine keeper, and not having any apprehension of danger, he incautiously attempted to dry some wet gunpowder in a pan over the fire! The powder ignited from the heat of the pan, and, communicating with "a small barrel of two or three pounds," which was kept in the meeting-house as the only place of safety, exploded. The explosion, instead of blowing up the house and all its contents, as might have been expected, and thus have left the settlement unprotected from a savage foe, "*only blackened the thatch of the house a little, and singed the parson's clothes.*" How very fortunate for the "parson," that it turned out only a "flash in the pan," instead of destroying the meeting-house and putting a sudden end to his earthly ministrations!

This was the first meeting-house built in Dorchester, and was erected on Allen's Plain for the *first associated church in England which came to this country as such*, under the charge

¹ Farmer's Register, p. 346; Prince's Annals, p. 355.

² Ibid. p. 401.

³ Winthrop's Journal, Vol. I. *72.

of the Revs. Mr. Maverick and Warham. It was built of logs, in 1631, was about twelve feet in height, and was surrounded with palisades. In addition to its more appropriate uses, it was the place of deposit for military stores, and the place of refuge in case of alarm from the savages.¹ It is not to be wondered at that the old divine should have claimed the meeting-house, *cum privilegio*, as a magazine keeper; for to whom could the key of the fortress which contained the military stores be committed by the church with more propriety than to the guardian of their souls? But, however well versed he may have been in spiritual warfare, it is evident, from this attempt to dry powder over a fire, that he was not worldly wise in the use of carnal weapons. This hairbreadth escape of Mr. Maverick is justly reckoned among the many instances of that "wonder-working providence" of which those godly people, in their emigration to the new world, had so large experience.

Before 1635, strange as it may seem, complaints were made in some towns that "the people were straitened for want of room." At Dorchester and Newton, particularly, were these complaints heard, and the ultimate result was the settlement of Connecticut.² Without doubt, other reasons, and those more powerful, urged this migration. Bradford, in speaking of this removal to Windsor, says that they "hereing of y^e fame of Conightecute river, had a hankering mind after it."³ Glowing descriptions had reached them of the beautiful valley of the Connecticut, and the country had been commended to them as "a fine place for habitation and trade."³ In the early part of May, 1635, a party from Dorchester made an overland journey to the "New Hesperia," and settled at Windsor, where they were located when Sir Richard Saltonstall's bark arrived.⁴ The company established themselves near the Plymouth trad-

¹ Blake's Annals of Dorchester.

² Barry's Hist. Mass. Vol. I. p. 215.

³ Bradford's Hist. Plimoth Plant'n, p. 338.

⁴ Barry's Hist. Mass. Vol. I. p. 218. "Hubbard suggests that *jealousy* had something to do with this removal; for 'two such eminent stars, such as were Mr. Cotton and Mr. Hooker, both of the first magnitude, though of different influence, could not well continue in one and the same orb.'"

ing house, of which Gov. Bradford complained, regarding them as infringing upon the rights of others who had prior possession and purchase of the Indians, and the Dutch sent to Holland for commission to deal with the new-comers.¹ "The greatest differances fell betweene those of Dorchester plantation and them hear; for they set their minde on that place, which they had not only purchased of y^e Indians, but where they had builte; intending only (if they could not remove them) that they should have but a smale moyety left to y^e house, as to a single family; whose doings and proceedings were conceived to be very injurious, to attempt not only to intrude themselves into y^e rights and possessions of others, but in effect to thrust them out at all."² These troubles about the right to the soil and the different settlements were of a serious nature, but were adjusted after a time, although "the unkindnes was not so soone forgotten."³ This company consisted of about one hundred men, with women and children, mostly from Dorchester. Still cherishing the principles which brought them from their native land, they were actuated mainly with the wish to spread the blessings of the religion they professed. And as they pursued their weary journey of fourteen days, they were constant in their worship of God, in whom they trusted for protection. The dark old forests echoed the psalms and hymns with which they lightened their steps, and as the voice of prayer and praise ascended to heaven, the Indians were attracted by the strange and impressive sight, and "looked on with silent admiration."⁴

This removal of the Dorchester people was very disagreeable to their ministers; but as the greater part of the church went, the pastors decided to go also;⁵ and Mr. Warham joined them in September, 1636, leaving his colleague, Mr. Maverick, who intended to do the same in the following spring.⁶ But death

¹ Winthrop, I. p. *166.

² Bradford's Hist. Plimoth Plant. p. 338.

³ Ibid. Bradford gives a pretty full account of these difficulties, and the learned editor, in his notes, refers to other authorities.—Winthrop, I. *181.

⁴ Felt's Eccl. Hist. p. 222.

⁵ Vol. IX. Mass. Hist. Coll. p. 148.

⁶ Felt's Eccl. Hist. p. 249; Young's Chronicles, p. 480, note; Bradford, p. 36; Barry, I. 219.

prevented him from leaving the place of his first ministrations in the new world: he died on the 3d of February, 1636-7, being about sixty years of age. Winthrop, in mentioning his death, calls him "a man of a very humble spirit, and faithful in furthering the work of the Lord here, both in the churches and civil state;"¹ a compliment as high and honorable as it is truthful and well deserved. He probably died in Boston, and was buried in the first burying-ground in Dorchester.² Nothing has come down to posterity which shows him other than a good citizen, a devoted pastor, a prudent, and at the same time firm and fearless, "defender of the faith," and a sincere Christian; uniting the qualities of citizen, pastor, and patriot in a happy manner.

It is greatly to be regretted, that the records of the lives of some of the first settlers are so meagre in their details; still, this very paucity makes us the better study and appreciate the few particulars which have been preserved. Especially in regard to all of the name of Maverick, the strange lack of material from which to make a connected account of the family is to be regretted when we consider the important part which some of the name have borne in the colonial history.

¹ Winthrop, I. *181.

² Mass. Hist. Coll. Vol. I. 98; Vol. IX. 170.

CHAPTER III.

SAMUEL MAVERICK; HIS PERSONAL HISTORY.

SAMUEL MAVERICK, of Noddle's Island, was a son of the Rev. John Maverick, of Dorchester, and was born in England about the year 1602, as appears from a deposition given by him on the 8th of December, 1665. Being the son of a clergyman, he undoubtedly received a good education (as is evinced by his public letters), and thus was well fitted to fill the various important positions which he occupied. As the time of his birth is of considerable importance in settling some disputed points, the deposition is inserted here entire:—

“Samuel Maurick aged 63 *yeares* or thereabouts, deposeth that sometime last yeare, having some speech wth Samuell Bennet Sen^r of Lynne, as to a match intended betweene his son Sam^l Benett Jun^r & a dau. of Capt. Wm. Hargrave of Horsey doune Mariner. The s^d Bennet sen^r did promise that if his sonne should marry wth s^d Hargraues dau. he would make over to him the house he now liues in with barnes stables, lands &c. belonging to s^d farme & £80 of stock, wth this prouiso that s^d Bennet Jun^r should yearly pay his father during his life £20. if he needed it or demanded it and to the best of my remembrance he wrote so much to Capt. Hargraue. He also tyed his sonne not to alienate the premises wthout his consent durieng his life. Thus much he testifieth and further saith not. *Boston Dec^r 7th 1665* Taken upon oath the 8th Dec. 1665

Samuell Maurricke

Before Thomas Clarke, Commiss.

[John Gifford Aged 40 yeares, testifies to the same affair.]”¹

¹ Suffolk Deeds, Lib. 4, fol. 328.

According to this deposition, therefore, he was born about the year 1602, and must have been comparatively a young man when he first came to this country.

The questions have arisen, whether Samuel Maverick of Noddle's Island was the son of the Rev. John Maverick, and whether he was the royal commissioner. These questions can be correctly answered, and proof will be presented to show that Samuel Maverick of Noddle's Island was the son of Rev. John Maverick, and was the royal commissioner. Upon these disputed points, numerous authors have made the essential mistake of stating that the *son* of Samuel Maverick, the original grantee of Noddle's Island, was the royal commissioner; and even Mr. Savage, who is usually so correct in his facts and dates, and is so excellent an authority upon historical matters, indorses the same errors when he says: "In the Chronological Observations, p. 252, appended to his (Josselyn's) Voyages, he (Samuel Maverick) is strangely confounded as the father of Samuel Maverick, Esq., the royal commissioner in 1664, with the Rev. John Maverick, minister of Dorchester;" and at the close of the note Mr. Savage adds, "He died March 10th, 1664."¹

The learned editor of Winthrop's Journal, in this short sentence, has fallen into both of the errors alluded to in the quotations above given, and the additional one of placing the death of the commissioner in 1664. He evidently supposes that the *son* of Samuel Maverick of Noddle's Island was the royal commissioner, and that the first grantee of the Island was not the son of the Dorchester divine. In tracing the history of Samuel Maverick in chronological order, it will be proper here to consider only the question as to his parentage, leaving to a more appropriate spot the discussion of his identity with the royal commissioner. That he was the son of the Rev. John is made perfectly clear by Josselyn, who says:² "1630. The Tenth of July, John Winthrop Esq; and the Assistants arrived in New England, with the Patent for the Massachusetts, they landed on the North side of the Charles River, with

¹ Winthrop's Journal, Vol. I. *27, note.

² Mass. Hist. Coll. 3d Series, Vol. III. p. 377.

him went over Thomas Dudley, Isaac Johnson, Esquires; Mr. John Wilson, Mr. George Phillips, *Mr. Maverick, (the Father of Mr. Samuel Maverick, one of his Majesty's Commissioners)* Mr. Warham Ministers."

There can be no doubt that the "Mr. Maverick" here spoken of is the Rev. John. It will be remembered, that the Rev. Mr. Warham came in the same vessel with the Rev. Mr. Maverick, and that both were ministers, with which Josselyn's account agrees. Most, if not all, of the other persons mentioned by Josselyn, came over in other ships of the fleet, of which the Mary and John was the pioneer, and brought the Dorchester ministers. Roger Clap's narrative, from which quotations have been made on previous pages, corroborates this view of the subject; as also does the reliable "Annals of Dorchester," reprinted by the Dorchester Antiquarian and Historical Society in 1846, from the original manuscript of the author, James Blake, who died in 1750. The accuracy and veracity of Mr. Blake are proverbial, and "this work was for many years the principal authority for all the early accounts published of the town of Dorchester." The ages of the two men also favor this view, if any thing was necessary in addition to the positive assertion of Josselyn, who was his contemporary, and probably spoke from personal knowledge. Rev. Mr. Maverick was *advanced in life* when he came to this country, as he died, in 1636, at about the age of sixty;¹ consequently, he was born about 1576. Samuel Maverick was born, as we have seen, about 1602, or when the Rev. John was twenty-six years of age. These figures, therefore, bear strong evidence on the question; and, indeed, there is no room for reasonable doubt on the subject. In addition to this, the fact that all of the name of whom we have any knowledge should settle so near to each other in the vicinity of Boston is strong presumptive evidence that they were connected by family ties.

Samuel Maverick came to New England some years before his father; but the precise date cannot be ascertained. It is evident that he was in the country, and doubtless located on

¹ Winthrop, I. *181.

Noddle's Island, before the arrival of Winthrop in 1630, for Winthrop made his house a stopping-place on the 17th of June, 1630, on his excursion from Salem "to the Mattachusetts"¹ (meaning the country lying around the inner bay, Boston harbor), the same excursion on which he met the party from the Mary and John. Savage thinks that he came in 1628 or 1629,² and Drake also places his name on the list of those who were here as early as 1629.³ Importance enough has not been attached to the adventurers who came to Massachusetts Bay before the arrival of Winthrop. They are far more numerous than we have been accustomed to suppose. The fishing vessels along the coast were very many, and isolated settlements were commenced in different places. As early as 1626, we find mention made of planters at Winnisimmet, who probably removed from some of the other plantations;⁴ and perhaps were of the Gorges company. The conjecture that several of the scattered settlers in and about Boston Harbor came over with Robert Gorges is a reasonable one. They lived generally within Gorges' Patent, whose intended colony was Episcopalian, and Maverick, Blackstone, Walford, and Thompson were of this faith.⁵ That Samuel Maverick was at Noddle's Island in 1629 is evident from Johnson, who says, the planters in Massachusetts Bay at this time (1629) were William Blackstone, at Shawmut (Boston), Thomas Walford, at Mishawum (Charlestown), *Samuel Maverick*, at *Noddle's Island*, and David Thompson, at Thompson's island (near Dorchester).⁶

¹ Winthrop, I. * 27.

² Ibid. note. Oliver's Puritan Commonwealth, p. 419, says that "the arrival of Winthrop found Samuel Maverick, a clergyman of the Church of England, already settled on a flourishing plantation at Noddle's Island." This calling Samuel Maverick "*a clergyman, &c.*," is only one of the many unaccountable errors in that remarkable book. The writer could only have made this statement from a superficial knowledge of the man and the family, and doubtless mistook Samuel for the *Rev. John* of Dorchester, although it seems strange how this could have been done.

³ Drake, Hist. Boston, p. 57.

⁴ Hutchinson, 2d London Ed. Vol. I. p. 8.

⁵ Drake, Hist. Boston, p. 50, note.

⁶ Johnson's Hist. New England, ch. 17; Young's Chronicles, p. 150, note.

Farmer also locates him there at that time, but probably upon the same authority. He says that he "lived at Noddle's Island, the settlement of which he commenced in 1628 or 1629."¹

The learned editor of the *Genealogical Register*, in a notice of a book,² in which an effort is made to establish the theory that Roger Conant was the first governor of Massachusetts, says: "Who will say that Mr. Samuel Maverick did not begin his settlement on what is now East Boston, a year before the arrival of Conant? His settlement was not only never abandoned, but it was far more substantial than that at Cape Ann or Salem before the arrival of Governor Endicott. Now, for aught we can see to the contrary, a descendant of Governor Maverick has as good right for his ancestor's title as the descendants of Conant."³

That very excellent authority, *Prince's Chronology*, says, under date of 1630: "On Noddle's Island lives Mr. Samuel Maverick, a man of very loving and courteous behavior, very ready to entertain strangers; on this island, with the help of Mr. David Thompson, he had built a small fort with four great guns to protect him from the Indians."⁴ This extract shows that Maverick had then been in the country long enough to have established a reputation for hospitality, and for "loving and courteous behavior," which could only have been accomplished by a residence of some time continuance. Edward Johnson, who was one of Winthrop's company, says, that "on the north side of Charles River, they landed near a small island, called Noddle's Island, where one Mr. Samuel Mavereck was then living, [1630,] a man of a very loving and courteous behavior, very ready to entertain strangers, yet an enemy to the reformation in hand, being strong for the lordly prelatical power. On this Island he had built a small fort with the help of one Mr. David Thompson, placing therein four murderers to protect him from the Indians."⁵ That the reader may not

¹ Farmer's *Register of First New England Settlers*, p. 192.

² *The Landing at Cape Anne, etc.*, by John Wingate Thornton. Boston, 1854.

³ *Gen. Reg.* Vol. IX. p. 94.

⁴ *Prince's Chronology*, p. 309.

⁵ *Young's Chronicles*, p. 322, note; *Snow's Hist.* Boston, p. 31.

misapprehend the character of these "murtherers" as inhabitants of the Island, we have the authority of Phillips, in his "New World of Words, or Universal Dictionary," printed in London in 1706, that "Murderers, or Murdering Pieces" were "small cannon either of Brass or Iron, having a Chamber or Charge consisting of Nails, old Iron, &c., put in at their Breech. They are chiefly used in the Forecastle, Half Deck, or Steerage of a Ship, to clear the Decks, when boarded by an Enemy; and such Shot is called a Murdering Shot." The same signification is given by Smith, who speaks of "a ship of one hundred and fortie tuns and thirty-six cast Peeeces and murderers."¹ How or when those early settlers, Maverick, Blackstone, Walford, and others came over is uncertain; there is no record accessible to enable us to settle the date. Maverick may have come in one of the fishing and trading vessels which frequented the coast for a number of years prior to the settlement of the Bay, or he was probably one of those who accompanied Robert Gorges to settle his patent.² Eliot says, "he seemed to have in view trading with the Indians, more than any thing else."³ It is safe to record his settlement here as early as 1629, and probably as early as 1628 (although he was not taxed in that year for the brief campaign against Merrymount); and that his residence, his *locus in quo*, was on Noddle's Island in 1629 and 1630 is made certain from Johnson, Prince, and Young above quoted. Our earliest accounts, then, of Samuel Maverick, as taken from those authors who have become classic, represent him as a whole-souled, generous, hospitable man, of warm impulses and courteous behavior, a royalist and Episcopalian, living in a strongly fortified residence on Noddle's Island. Such is his character and such his location when he first appears upon the page of history.

But Maverick's early connection with this country was not

¹ History of Virginia, etc. Richmond Ed. II. p. 208. Breech loading guns have been considered as a modern invention; but here, as in many instances, if we do not mistake the purport of the definition, a modern *invention* is but the revival of something well known in former times.

² Felt's Eccl. Hist. p. 137; Winthrop's Journal, Vol. I. * 27, note.

³ Eliot's Biog. Dict. p. 316.

limited to Noddle's Island; for we find that in 1631, he, with others, had a patent for lands in Maine, under the president and council of New England. These same premises were also given to him by deed, in 1638, by the council of New England and Sir Ferdinando Gorges. The supposition that Maverick was one of those who came over to settle the Gorges patent (not improbable, with Robert Gorges, in 1623), gains plausibility from the fact that he held this land at so early a period under Sir Ferdinando Gorges, and that a "plantation" was actually there commenced. It does not appear why Maverick made choice of Noddle's Island for his residence, rather than his lands on the banks of the "Agamenticus;" but it is reasonable to suppose that the few settlers in the vicinity of Boston, Episcopalians, and the probability that Massachusetts Bay would be the soonest colonized of any part of the New England coast, influenced him in locating his abode. The fact that he owned land in Maine as early as 1631 is rendered certain from a deed, which our investigation has brought to light in the York county (Maine) records. This deed is of sufficient importance in its names and dates to justify its insertion in the Appendix.¹

A handwritten signature in dark ink, reading "John Gorges". The signature is written in a cursive style, with a long, sweeping underline that extends to the right.

Among "the names of such as desire to be made freemen" on the 19th of October, 1631, is that of Samuel Maverick;² but he was not admitted until two years after that time, although he had been in the country before the arrival of Winthrop and his company, and, of course, before the arrival of the charter. He took the freeman's oath, alone, on the 2d of October, 1632,³ although not a member of the church. The reason of this delay is not apparent. Whether he was prevented by his business in trading along the coast, whether he intentionally postponed it, or whether the colonial govern-

¹ See Appendix, C.

² Mass. Records, Vol. I. p. 79.

³ Ibid. 366, 367.

ment was unwilling to admit an avowed Episcopalian, does not appear. Hutchinson, usually correct, is in an error when he says: "Mr. Maverick, being in the colony at the arrival of the charter, was made a freeman before the law, confining freedom to such only as were members of the churches, was in force, but, being an Episcopalian, had never been in any office."¹

Eliot, in his Biographical Dictionary, page 317, following Hutchinson probably, makes the same mistake. It is not so surprising to find the error repeated by the author of the Puritan Commonwealth. He says that these privileges (i. e. rights, citizenship, voting, etc.) were conferred before "that monstrous alteration of the charter," the "church-member act," was adopted. The general court records must be taken as authority on all points therein treated. At the time Mr. Maverick made application, there seems to have been no general rule adopted as to citizenship, although there was before he was admitted. More than a hundred persons applied for admission on the same day with him, and it doubtless became apparent that some system must be adopted, especially as the freemen had just acquired the political trust of "chuseing Assistants."² At that critical period, when a government was being formed, it was important to have some effectual restriction upon the crowds who claimed the rights of citizenship, in order that, from the mass of emigrants of all classes and conditions in society, unknowing and unknown, a proper selection might be made of those suitable to control the affairs of the colony. With this end in view, the court of assistants not only denied to some the rights of citizenship, but even of inhabitancy, and ordered some to be sent back to England, "as persons unmeete to inhabit heere." Upon these considerations, by an act passed on the 18th of May, 1631, "to the end the body of the Commons may be preserved of honest and good men, it was ordered and agreed that for time to come, noe man shal be admitted to the freedom of this body polliticke but such as are members of some of the churches within the lymitts of the same."³

¹ Hist. Mass. Bay, Vol. I. p. 145.

² Mass. Records, I. 79.

³ Ibid. 87.

This precaution, which at a first glance might appear rigid and bigoted, upon investigation vindicates itself by every consideration of safety and justice, and as a measure necessary to self-preservation. Then follow upon the records, "the names of such as tooke the oath of freeman," the first list of freemen to be found in the records. Samuel Maverick's name is not among them, and he was not admitted until about a year and a half afterward, as before stated, when he was allowed to take the freeman's oath, although not a member of any church "within the lymitts," and known as a strong Episcopalian.

It is more than probable, that any doubts which might have been entertained by the Puritans as to the propriety of admitting a churchman were in the end overcome by the well-known characteristics of the man, his intimate business relations with the governor at that time, and his prominence in the colony as an active promoter of the general cause, and eminent by his generous hospitalities. An article on ecclesiastical history in the Historical Collections says on this point: "Mr. Maverick, who had fixed his tent on Noddle's Island, and possessed considerable property when the banks of Charles river were settled by our fathers, had been declared a freeman, though an Episcopalian, which shows they were less rigid when they first came over than they were afterward."¹

Josselyn mentions that Winthrop and his company went first to Noddle's Island; and this is, doubtless, one of the many instances where Maverick exercised his public hospitalities in entertaining the new-comers, weary with the long and tedious voyage, at his fortified house.

Says the quaint old writer:—

"The Twelfth of July (June?) Anno Dom. 1630. John Winthrop, Esq; and the assistants, arrived with the Patent for the *Massachusetts*, the passage of the people that came along with him in ten Vessels came to 95000 pound; the Swine, Goats, Sheep, Neat, Horses, cost to transport 12000 pound, beside the price they cost them; getting food for the people till they could clear the ground of wood amounted to 45000

¹ Mass. Hist. Coll. Vol. IX. pp. 47, 48.

pound; Nails, Glass, and other Iron work for their meeting and dwelling-houses 13000 pound; Arms, Powder, Bullet, and Match, together with their Artillery 22000 pound; the whole sum amounts unto One hundred ninety two thousand pound. They set down first upon Noddles-Island, and afterward, they began to build upon the main.”¹

Immediately following the above quotation is a sentence which curiously illustrates the rigor and watchfulness with which our ancestors commenced their civil and social system; and, in the particular instance given, it is by no means certain but that such a system might be adopted with good effect in our own day. The passage is this:—

“In 1637, there were not many houses in the Town of *Boston*, amongst which were two houses of entertainment called Ordinaries, into which, if a stranger went, he was presently followed by one appointed to that Office, who would thrust himself into his company uninvited, and if he called for more drink than the Officer thought in his judgement he could soberly bear away, he would presently countermand it, and appoint the proportion, beyond which, he could not get one drop.”

The “Observations,” after speaking of the landing of “Winthrop” and his associates in July, 1630, says: “The *Eagle* was called the *Arabella*,² in honor of the *Lady Arabella*, wife to *Isaac Johnson Esq*; they set down first upon *Noddle’s Island*, the *Lady Arabella* abode at *Salem*.”³

Maverick was engaged in commerce at an early date, and identified himself with the efforts to promote the success of the colony. Although opposed in religious sentiment, he joined with Governor Winthrop and Governor Thomas Dudley in trading expeditions, a circumstance which shows that he possessed the confidence of the new settlers, and that he was a man of enterprise and energy in the colony. It is more than

¹ Josselyn’s Account of Two Voyages to New England, p. 172, or Mass. Hist. Coll. Vol. III. 3d Series, p. 326.

² See an interesting note in Drake’s Hist. Boston, p. 70, on this name *Arabella*.

³ Mass. Hist. Coll. Vol. III. 3d Series, p. 377.

probable, that, from his previous residence in the country, he had an acquaintance with the coast and with the different settlements, and for this reason was a valuable aid to Winthrop and his company. He was a man of much importance in those days of small things; and was associated with the primates of the colony, not in the civil rule, but in affairs of a commercial character.

In Thomas Dudley's letter¹ to the Countess of Lincoln, it is stated: "About the end of October, this year 1630, I ioyned with the Governour & Mr. Mavericke in sendinge out our pinace to the Narragansetts to trade for to supply our wants, but after the pynace had doubled Cape Codd, she putt into the next harbour shee found, and there meetinge with Indians who showed their willingness to Truck, shee made her voyage their and brought vs 100 bushells of corne at about 4 s. a bushell which helped vs somewhat. From the coast where they traded they saw a very large island,² 4 leagues to the east which the Indians comended as a fruitefull place full of good vines and free from sharpe frosts, haueing one only entrance into it, by a navigable river inhabitted by a few Indians, which for a trifle would leaue the Island, if the English would sett them vppon the maine, but the pynace haueing noe direction for discovery, returned without sayling to it, which in 2 hours they might haue done. Vppon this coast they found store of vines full of grapes dead ripe, the season beeing past whether wee purpose to send the next yeare sooner, to make some small quantitie of wine if God enable vs, the vines growinge thinne with vs & wee not haueing yett any leasure to plant vineyards." On the 14th of March, 1632, "the bark Warwick (undoubtedly named in honor of the Earl or Countess of Warwick, firm friends of the colony), arrives at Nantasket, and the 19th at Winesemet, having been at Piscataquack and Salem to sell corn which she

¹ Force's Historical Tracts, Vol. II.; Young's Chronicles, p. 301; Mass. Hist. Coll. VIII. 6. Prince says (Annals, 323), "1630, Octr. The Gov. D. Gov. and Mr. (Samuel) Maverick join in sending out our Pinace to the Narragansetts to trade for corn to supply our wants."

² Prince, in his Chronology, p. 323, says: "This is no doubt the island of Aquethneck, after called Rhode Island."

brought from Virginia." And again we find that in "1632, April 9. The Bark, Warwick and Mr (S) Maverick's Pinnace, go out, bound to Virginia, no doubt for corn."

In 1635, Maverick went to Virginia to purchase corn, stock, etc., and remained there nearly a year, during which time Moses Maverick paid rent for Noddle's Island, having charge of it for Samuel while absent. Winthrop, in a letter to his son,¹ says: "It hath been earnestly pressed to have her [the Blessing] go to Virginia for Mr. Maverick and his corn; but I have no heart to it at this season, being so perilous both to the vessel (for worms) and especially the persons. I will never have any that belong to me come there if I can avoid it; but Mr. Mayhew hath taken order the Rebecca shall go, if she can be met with."

And afterwards, in his Journal,² he says: "Samuel Maverick, who had been in Virginia near twelve months, now returned with two pinnaces and brought some fourteen heifers, and about eighty goats (having lost above twenty goats by the way). One of his pinnaces was about forty tons, of cedar, built at Barbathes, and brought to Virginia by Cap^t Powell, who there dying, she was sold for a small matter. There died in Virginia (by his relation) this last year above eighteen hundred, and corn was there at twenty shillings the bushel, the most of the people having lived a great time of nothing but purslain etc. It is very strange, what was related by him and many others, that, above sixty miles up James River, they dig nowhere but they find the ground full of oyster shells, and fishes' bones etc.; yea, he affirmed that he saw the bone of a whale taken out of the earth (where they digged for a well) eighteen feet deep."

A letter is on record, which illustrates the confidence placed in him in business matters. The following is "A Copie of a Letter sent by Captaine William Jackson to Mr Samuel Mavericke," viz.:—

"SIR,—I would intreate yo^u that if I should not come for New

¹ Appendix to Winthrop's Journal, p. 465.

² Aug. 3d, 1636, Vol. I. p. *191.

England that yoⁿ would be pleased to demand of Mr Richard Parsons the summe of one hundred and sixty pounds sterling wth a fourth part of what Voyage he hath made if he haue not giuen Account to my Attorneys at Providence & a fourth part of a certaine Frigot called the John; And likewise there is one Captaine Growt, and Captaine Breame and Mr. John Winshawe w^{ch} hath promised to be heare the next Spring w^{ch} is indebted vnto me the summe of two hundred pounds sterling w^{ch} is to be payed in New England, & likewise I left a smale Vessel at Providence w^{ch} is to send her goods to New England if it please God she do take any purchase I am to haue sixe Eights for the Vessel & Vittailing: And likewise I left at St^t Christophers wth my Attorney betwixt fourty and fifty thousand weight of Tobacco w^{ch} he did promise to bring or send to yoⁿ in New England w^{ch} if he do I would intreate yoⁿ to receiue for my Vse; either in Whole or in part as he can get it into his hands.

“ My Attorney in St^t Christopher is Captaine William Eppes; & my Attorneys at Providence is Mr Fountaine & Mr. Evenn Morgan the Secretary w^{ch} if Mr Parsons do take any purchase and do come from thence yoⁿ may demand the Covenants w^{ch} is betwixt him & me for the fourth part of what I haue wth him: And likewise one Mr Steward is master of the other smale Vessel w^{ch} is called the Boune Voyage w^{ch} is to bring or send such goods as she shall take to New England; and there to give an account of what shall belong vnto mee.

“ Likewise I have sent yoⁿ Mr. Parsons bond, and Captaine Growte, Captain Breames and Mr. Winshawes Bond, and a Bond of one Captaine Powels w^{ch} if he come for New England wth a Voyage I would intreate yoⁿ to demand the money of him, but if he should come and haue made no Voyage I would that yoⁿ should not demand it of him; so wishing yoⁿ good health I take my leave and Rest.

“ Your loveing frend

WILLIAM JACKSON.”

This 20th of 7 ber
1640.¹

¹ Suffolk Deeds, Vol. I. p. 30.

Maverick also had business transactions with the noted La Tour, as appears from an "Indenture of a freight^{mt} made 14 Jan. 1645, betweene Charles of St. Steven Knight sen^{or} de la Tour of the one^e part & Samuel Maverick for & in behalfe of the Right Worp Sir David Kirke, Knight one of the Lords Proprietors of New foundland & Governo^r thereof of the other part Witnesseth that the s^d Sam^l Maverick in behalf of s^d Kirke hath let vnto freight vnto the said Mosieur la Tour a certaine Vessell called the Planter burden 35 tunns of thereabout, for a voyage in her to be made vppon the coast of Lacadie betweene the Capes of Sable & Britton & for the time of 3 months &c. [the vessell to be properly furnished & s^d La Tour to pay s^d Maverick for s^d Kirk $\frac{1}{2}$ half of all the furs & Merchandise he shall get by trade wth the Indians &c] 'Divers Gents & Merch^{ts} my frends on consideration of my present poore distressed condition haue been pleased for my support to furnish mee wth a quantity of goods to trade wth the Indians (in this my intended voyage in the Planter) [amounting to ab^t £500 sterling] — engaging to pay sd Maverick in furs &c to that amt 6 days after his return. 19 Jan 1645.

"CHEVALIER DE LA TOUR."¹

A passage in the Massachusetts Records has given rise to some discussion as to the character of the "Mr. Maverick" therein referred to. The passage is as follows:—

"It is ordered that M^r Shepheard, and Robte Coles shalbe ffyned 5 mks a peece & Edward Gibbons xx^s for abusing themselves disorderly with drinkeing to much stronge drinke aboard the Frendshipp & att M^r Mauacke his howse at Winettsemt."²

Were there nothing else by which to judge of the character of either Elias or Samuel Maverick, this passage, taken alone, would have an unfavorable bearing; although the strictness of the laws at that time, and the severe punishments inflicted for small crimes, are well known. On examination it appears that a part of the cargo of the Friendship was, "*2. hoggsheads meatheglin, drawne out in wooden flackets, but when these flackets*

¹ Suffolk Deeds, Vol. I. p. 75.

² Mass. Records, Vol. I. p. 90.

*came to be received there was left but 6 gallons of y^e 2 hogsheads, it being drunke up under y^e name of leackage and so lost,"*¹ and in another place the crew is spoken of as a "*most wicked and drunken crue.*"² The probability is that the liquor was drunk on board the *Friendship*, and thence they went to Mr. Maverick's house. But that drunkenness was countenanced by either Elias or Samuel is contrary to all our knowledge of their respective characters. And still further, these men so fined were subsequently discharged.³

There is another record, which reads as follows:—

"3d May 1631. It is ordered that Thomas Chubb shal be freed from the service of Mr. Sam^l Mauacke & shall become serv't to Will^m Gayllerd of Dorchester," etc.⁴ Efforts have been made, in some directions, to impeach the character of Mr. Maverick from this record, which is only special pleading. If this Chubb had been bound to Mr. Maverick, of course he could not change his master without authority, and this record is no evidence that the change was on account of any misdemeanor of his old master.

In the year 1632, when the colony was alarmed by reports of piracy committed by one Dixy Bull, a man of note on the coast, the governor and council determined to send an armed vessel with twenty men to join others at Piscataqua, and this united party was to go in search of the pirate. Samuel Maverick's "pinnace" was selected for the purpose, and it made a cruise of several weeks, but without success. In the bills for this expedition, we find the following: "Paid by a bill from Mr. Samuel Maverick, being husband and merchant of the pinnace for a months wages to Elias Maverick £2 Paid for victuals on his account £2. 5s. Lieut. Mason for his service in the pinnace £10." etc.⁵

When the name "Mr. Maverick of Winnisimmet" has been mentioned, it has sometimes been difficult to determine whether

¹ Bradford's *Plimoth Plantation*, p. 269.

² *Ibid.* 291.

³ *Mass. Records*, Vol. I. p. 243.

⁴ *Mass. Records*, Vol. I. p. 86.

⁵ *Drake's History of Boston*, p. 148 and note.

Elias or Samuel was meant. In Winthrop's Journal we find the following: "1633 Dec. 5. John Sagamore died of the small-pox and almost all his people; (above thirty buried by *Mr. Maverick of Winehemett* in one day)" and "when their own people forsook them, the English came daily and ministered to them: and yet few, only two families took any infection by it. Among others, *Mr Maverick of Winehemett* is worthy of a perpetual remembrance. Himself, his wife and servants went daily to them, ministered to their necessities, and buried their dead, and took home many of their children. So did other of their neighbors."¹ It has been generally supposed by writers, among whom are Savage, Drake, Felt, and others, that this referred to *Samuel Maverick*; but there are many circumstances which go to show that this act of Christian kindness was by another of the name, *Elias*, probably a brother of Samuel. At this remote day, and in the lack of positive records, it is impossible to determine the question. All that is known on either side will be given, and the intelligent reader can draw such a conclusion as seems most satisfactory to his own mind.

In Winthrop's narrative, one point is worthy of notice. He twice specifies on this point "*Mr. Maverick of Winnesimmet*," as if to distinguish him from Mr. Maverick of Noddle's Island, and in speaking of the latter, he invariably calls him simply "Mr. Maverick," without giving him any location; but in this case he gives the location, and the most natural conclusion is that it was done to distinguish two men. Samuel Maverick at that time was well known as the proprietor of Noddle's Island, it having been granted to him on the 1st of April, 1633; and, since *all* the authorities agree in placing him on Noddle's Island from 1628 or 1629, so on through a long course of years, it would appear to have been generally understood that that was his place of residence. It will be noticed also, that the Indians were not assisted until the *December following* the April in which the Island was granted to Samuel Maverick. The Island, according to the best authorities, seems to have

¹ Winthrop's Journal *119, 120, note; Drake's Hist. Boston, p. 164; Felt's Eccl. Hist. p. 173.

been his established home before the arrival of Winthrop, and here he had fortified himself with his fort, and "four murderers," arrangements which pertain to a permanent, and not a temporary, habitation. Nor would he have protected himself at *Winnisimmet* by building a fort and mounting the guns at *Noddle's Island*; nor after building his fort there, and after he "had fixed his tent"¹ there, and acquired a "flourishing plantation,"² would he be likely to leave for another place. Johnson locates him at Noddle's Island in 1629; Farmer also at the same time. Drake, and there is no better authority, says that Maverick's settlement on Noddle's Island was commenced a year before Conant's arrival, and that it was never abandoned. Prince states that he "lives" on the Island, in 1630, where "he had built a small fort." Edward Johnson, one of Winthrop's company in 1630, speaks of him as then living on the Island, and mentions his fortifications,³ and the records of the court, and the histories which have come down to us, all unite in fixing his residence there, and speak of it as a well understood fact. The two principal reasons, probably, which have led to the supposition, that Samuel Maverick was of Winnisimmet, are that he was the most prominent man of the name and occupies a more conspicuous place in the colonial history, and that the ferry to Winnisimmet was granted to him. But it should be remembered, that the ferry was not granted until the 3d of September, 1634, almost a year after the sickness of the Indians. According to the Records, 1634, Sept. 3: "The ferry att Wynysemet is graunted to Mr Sam^{ll} Maâuêcke, to enioy to him & his heires & assignes foreuer,"⁴ etc. He did not hold it long, however, for on the 27th of February, 1634-5, Mr. Maverick and John Blackleach sold to Richard Bellingham "a messuage called Winnisimmet," etc., and "also his interest in the ferry."⁵

It is evident from this and from other records, that Samuel Maverick owned land at Winnisimmet, and he probably desired the ferry as a mean of intercourse between the different portions of his estate. He owned a large tract of land on the

¹ Mass. Hist. Coll. IX. 47, 48.

² Puritan Commonwealth, p. 419.

³ Mass. Hist. Coll. Vol. XII. p. 86.

⁴ Mass. Records, Vol. I. p. 126.

⁵ Suffolk Deeds, I. 15.

Chelsea shore. For instance, we find that about the year 1642 he sold land there to William Stitson, the father-in-law of Elias Mavericke. The record states, that —

“ W^m Stitson of Charlestown, yeoman, sell to Elias Mavericke of Wenesimit wⁱⁿ the precincts of Boston, all y^t parcel of Land at Winesimit w^{ch} upward of 20 yeares I have quietly possessed by purchase from Mr. Sam^l Maverick, 70 acres or thereabouts.¹ (8: 2: 1662)

W^m STITSON

ELIZABETH X STITSON.”

Still, this ownership of land at Winnisimet does not necessarily prove that he lived there, and indeed nothing is more improbable than that he should erect a strongly fortified residence, occupy it for years just previous to this sickness of the Indians, then move to Winnisimet, and in a short time go back to the Island, at which place we find him not long afterward. Another reason to show that the Maverick in question was not Samuel is, that, on the 4th of March, 1634–5, “ Mr. Maverick ” was ordered to remove to Boston, and not to give entertainment to strangers, etc. This, unquestionably, refers to Samuel, who was so noted for his hospitality, and his hospitality is always mentioned in connection with *Noddle's Island*.

Reasons like these give plausibility to the idea that it was not Samuel Maverick who was so kind to the Indians, although such acts would be in accordance with the benevolence of his character; while, from the reasons which follow, it is not improbable that the man in question was Elias.

Elias Maverick was born in 1604, and was admitted to the church in Charlestown on the 9th of February, 1632–3;² but there is no positive evidence, which we have yet been able to find, which shows that he resided there. Granting that he resided at Winnisimet, the church at Charlestown was the nearest one he could join, and the ferry between Winnisimet and Charlestown being already established, there was regular communication between the two places.³ In the town records

¹ Suffolk Deeds, Lib. IV. fol. 40.

² Budington's Hist. 1st Ch. in Charlestown.

³ Mass. Records, I. 87.

of Boston¹ is recorded the marriage of Abigail, "Daughter of Ellias Mavericke of Winnesimet," 4th of June, 1655. His name does not appear on the list of those who were inhabitants of Charlestown in 1630;² it does not appear among possessors of land there in 1638, nor in town deeds from 1638 to 1665. This would indicate that he did not reside in Charlestown. His name is not found there as a resident, nor as a landholder, only as an active church-member. His locality in 1633 cannot yet be ascertained. Some one had been at Winnisimet for a number of years, but who, the records do not state. It may have been Elias Maverick; this is supposition; still it may be so. On May 2d, 1657, we find "Ellias Maverick of Winnisimmet," planter, buying land on Hog island,³ and again in 1662 (2d month, 8th day),⁴ "Elias Maverick of Winnisimmet," bought land in Winnisimet of William Stitson (his father-in-law).

Winnisimet was ordered to "belonge to Boston" on the 3d of September, 1634.⁵ Children of Elias Maverick born subsequent to this date are found on the early records of Boston; still, this of itself would not be enough to substantiate the point, as sometimes in those early records, names were inserted of those belonging in other towns.⁶ But taken in connection with all the circumstances, it seems to favor the idea that Elias was living at Winnisimet, especially when we are certain that he never resided within the limits of the city proper. That Elias made Winnisimet his home is made certain, still further, from his will, dated there, and which commences, "Elias Maverick senior of Winnasimmett." It will be given entire on another page. There is a record which states that Anne Heris became the wife of Elias Maverick of Charlestown; still, this does not of necessity prove that Charlestown was his residence. Of course, there were no records kept at Winnisimet, and Elias was well known as a prominent member of the church in Charlestown, and married a Charlestown woman.

¹ Gen. Register, Vol. I. New Series, p. 203.

² Budington's Hist. p. 179.

³ Suffolk Deeds, Lib. 3, fol. 20.

⁴ Ibid. 4, 40.

⁵ Mass. Records, Vol. I. p. 125.

⁶ Gen. Register, Vol. IV. p. 268.

From all that has been stated, a natural conclusion is that Elias Maverick is the one who is "worthy of perpetual remembrance" for his kindness to the poor Indians. The substance of the reason is this: that Samuel Maverick lived at Noddle's Island, and there is no positive evidence that he ever lived anywhere else within many years of the date in question (1633); Winthrop distinguishes between the two men, in locating one while he never locates Samuel, he being a man so generally known in the colony. Elias Maverick lived for many years at Winnisimet, and died there. He was a member of the church in Charlestown in 1632, and for the remainder of his life, so far as is known, but he was not a real estate owner there, nor is his name on the town deeds between 1638 and 1665. The church at Charlestown was the nearest one to Winnisimet, and a ferry made communication between the two places. The births of his children are recorded in Boston, and Winnisimet was "laid to Boston" before these births occurred.

Except as a matter of curiosity, and for the sake of settling a disputed point, this question has no particular importance. The kindness performed was creditable in the highest degree to the doer, whether Samuel or Elias, and is in accordance with the character of both of the men. If it was Elias, it shows that Christian kindness was exemplified in his character to a remarkable degree, especially when we consider the nature of that loathsome disease, and especially before vaccination was known. If it was Samuel, it shows the same Christian kindness and humanity, only in a higher degree; for although he was an Episcopalian, and as such was debarred from holding office, and in adhering to his faith was opposing the wishes of the colonists, yet he united with them in the noble work of benevolence, subjecting the minor differences of sect to the universal principles of Christianity.

Before closing this point, it should be stated, that, although in the printed text of his admirable history of Boston, Mr. Drake speaks of Samuel Maverick as the one who buried the Indians, yet in the Index, subsequently printed, he honors Elias with this distinction, and, in a note to the writer, he says: "On referring to my History, p. 164 (corrected copy), I find I have written against *Samuel* Maverick '*Elias*?' having come

to the conclusion (after I had printed), that the 'Mr. Maverick' was *Elias*, and not *Samuel*." Mr. Drake, from his thorough research, is probably as well qualified to judge on this point as any man living. Of course, a single date, locating Elias or Samuel in the year 1633, would decide the question; and it is possible that such a date may yet be found, although the most patient research has as yet failed of so doing.

With the destruction of the records at the burning of Charlestown in 1776 perished the records of the Maverick family;¹ and this accounts for much of the difficulty in settling doubtful points.

In March, 1634, it was agreed by the general court that "noe wood shalbe felled at any of the islands nor elsewhere, vntill they bee lotted out, but att Muddy Ryver, Dorchester Necke or Noddles Island; y^t all y^e wood as yet left vpon y^e Necke of land towards Roxburie, shall bee gathered vp and layd or heaped in pyles" before the seventh day of April next.

In the month previous to this regulation by the general court, the Town of Boston had passed the following order²:—"Y^t all the inhabitants shall plant eyther upon such ground as is alreadie broken up or enclosed in the neck,³ or else upon the ground at Noddles Island from Mr. Maverick's grant, and that every able man fitt to plant shall have allowed him two acres to plant on, & for able youth one acre, to be allotted out by Mr. Hutchinson, Mr. Cogan, Mr. Sampford, & Wm. Cheeseborough, & Mr. Brenton or any three of them."

The hospitality of Maverick's mansion seems to have been generally acknowledged.

Josselyn, who made a voyage to this country in 1638, in the "*New Supply*, alias the *Nicholas of London*," has given an interesting narrative.⁴ He arrived "before Boston," after a passage across the Atlantic of about seventy days, July 3d, 1638,

¹ On the authority of N. B. Mountfort, Esq., of New York City, a descendant of Maverick.

² Town Records, Vol. I. p. 2.

³ Meaning the whole of the peninsula.

⁴ Mass. Hist. Coll. Vol. III. 3d Ser. p. 220, 226.

and after staying aboard a week, on the tenth of July he "went ashore upon Noddle's Island to Mr. Samuel Maverick (for his passage), the *only* hospitable man in all the country, giving entertainment to all comers *gratis*." "Having refreshed himself for a day or two upon Noddle's Island," he crossed to Boston, "which *was then* a village of not above twenty or thirty houses; and presenting his respects to Mr. *Winthrop* the Governor, and to Mr. *Cotton* the Teacher of *Boston* church, to whom he delivered from Mr. *Francis Quarles*, the poet, the translation of the 16, 25, 51, 88, 113, and 137 psalms into *English* Meeter, for his approbation, being civilly treated by all I had occasion to converse with, I returned in the Evening to my lodging.

"The Twelfth day of *July* after I had taken my leave of *Mr. Maverick*, and some other Gentlemen I took Boat for the Eastern parts of the Countrie," etc. Upon his return, he says, "The Thirtieth day of September I went ashore upon *Noddles-Island*, where when I was come to *Mr. Maverick's* he would not let me go aboard no more, until the ship was ready to set sail."¹

These extracts from Josselyn show in the plainest manner the character and reputation which Mr. Maverick had secured as a hospitable and generous man, and wherever his name is mentioned by writers of that time, this description is universally sustained.

Samuel Maverick was one of the earliest (if not *the* earliest) of slaveholders in Massachusetts. A Captain William Pierce, who was a prominent person in the early years of the colony, carried to the West Indies, in 1637, some captive Pequods to sell for slaves. On his return from the Tortugas, 26th Feb., 1638, he had as a part of his cargo a number of negroes. These appear to have been purchased by Samuel Maverick and others. "This is the first notice," says Felt in his *Annals of Salem*, "that we have of this disfranchised class."² At no period in the history of Massachusetts does it appear that slavery was viewed with favor by the people at large, while on the contrary it was repugnant to the feelings of

¹ Mass. Hist. Coll. Vol. III. 3d Ser. p. 231.

² Felt's *Annals of Salem*, Vol. I. p. 414.

the Puritans, and was looked upon with abhorrence. Yet, now and then two or three negroes at a time were brought from Barbadoes and other British colonies and sold for about twenty pounds apiece, and as late as 1678 there were more than a hundred slaves in the Massachusetts colony. So that this cruise of Pierce's, and this purchase by Maverick and others, were not solitary instances, which make them to our enlightened views sinners above all others, but composed part of a series of similar cases, which, at that time, were looked upon in a far different light from the views which are at the present day entertained.

It is doubtless in reference to these same slaves, that Mr. Josselyn relates an incident, which at this day cannot be justified, but which truth in a historical narrative demands to be recorded:—

“1639. The 2d of October, about 9 of the clock in the morning, Mr. Maverick's negro woman came to my chamber window, and in her own country's language and tune sang very loud and shrill; going out to her, she used a great deal of respect towards me, and willingly would have expressed her grief in *English*; but I apprehended it by her countenance and deportment, whereupon I repaired to my host, to learn of him the cause, and resolved to entreat him in her behalf, for that I understood before that she had been a queen in her own country, and observed a very humble and dutiful garb used toward her by another negro who was her maid. Mr. Maverick was desirous to have a breed of negroes, and therefore seeing she would not yield by persuasions to company with a negro young man he had in his house, he commanded him, nill'd he, nill'd she, to go to bed to her, which was no sooner done but she kicked him out again. This she took in high disdain beyond her slavery, and this was the cause of her grief.”¹

It must be remembered, that this was more than two hundred years ago, and that public sentiment then was not aroused to the moral and social evils of slavery, and the whole subject was looked upon in an entirely different light from what it now is; and while we with our present feelings and belief do justly

¹ Mass. Hist. Coll. Vol. III. 3d Series, p. 231.

condemn such conduct as is here referred to, although it then was, and now is, a common practice in slave countries, we shall do well to ask ourselves whether parallel instances are not numerous in our day, in the West Indies and in our own country, and to consider that these latter cases, committed in the full flood of moral, intellectual, and religious light of the nineteenth century, are beyond comparison more blameworthy than similar occurrences two hundred years ago.

Josselyn¹ also speaks *very feelingly* of an incident of a different nature, that occurred to himself. "The same day" (Oct. 2d, 1639), he says, "in the afternoon, I walked into the woods on the back side of the house, and happening into a fine broad walk (which was a sledg-way), I wandered till I chanced to spy a fruit, as I thought, like a pine-apple plated with scales; it was as big as the crown of a woman's hat. I made bold to step unto it, with an intent to have gathered it; no sooner had I toucht it but hundreds of Wasps were about me; at last I cleared myself from them, being stung only by one on the upper lip. Glad I was that I scaped so well; but by that time I was come into the house, my lip was swell'd so extreamply, that they hardly knew me but by my garments."

Johnson cites Henry Gardner, who speaks of Maverick as the "most hospitable man for entertainment of people of all sorts."² He doubtless extended his hospitalities to persons who sympathized with him in religious sentiment, and who, of course, were obnoxious to the government on that account. At this time the colonial authorities were exceedingly apprehensive of efforts to establish Episcopacy here. They had left England for the purpose of enjoying their own views, and were determined that that form of religion from which they had willingly and at great sacrifice exiled themselves should not follow them. While this state of mind, and the corresponding actions, under the circumstances were necessary for their self-

¹ It is a curious fact, that (26th June, 1639) Mr. Josselyn was visited by some neighboring gentlemen, who, "amongst variety of discourse," told him of a "sea-serpent or Snake, that lay quailed up like a Cable upon a Rock at Cape Ann," considered by the Indians dangerous if molested.

² Young's Chronicles, p. 322, note.

preservation, and thus were justifiable on that ground, still the effects in individual cases were often unhappy, and, at this lapse of time, appear harsh and unjust. In England there was a concerted plan to uproot Puritanism and establish Episcopacy. Laud, and other commissioners for this country, issued orders that none should leave the realm for New England without certificates of having taken the oath of supremacy and allegiance, and of being conformists to the discipline of the national church.¹ The court party felt that some decisive action must be taken, or else the Puritan colonists would get beyond their control. In furtherance of the plan, the Plymouth council agreed to surrender their charter to the crown, provided they could distribute their territory among members of their own body, and in the presence of his majesty they drew lots for the twelve royal provinces into which the territory had been divided. Thus the plan was in progress to establish the supremacy of the king and the authority of the bishops.

Says Winthrop: "It appeared likewise, by a copy of a petition sent over to us, that they had divided all this country of New England, viz., between St. Croix in the east, and that of Lord Baltimore, called Maryland, into twelve provinces, disposed to twelve in England, who should send each ten men to attend the general governour coming over; but the project took not effect. The Lord frustrated their design."²

This is not the place to go into the details of this contest between the colonists and the church royalists. With increasing apprehension that a new governor would be brought to their shores, forcibly dissolve it, and carry out the proposed plan, the general court passed an order that no person should visit any ship without leave from some assistants until she had been anchored twenty-four hours at Nantasket, or some other harbor, nor then unless it was evident that she was manned with friends. A beacon was ordered to be set up on Sentry hill, a watchman was stationed there, and a board of war was appointed to meet the emergency in case of a sudden invasion. This board was authorized to make every preparation for

¹ Felt's Eccl. Hist. p. 203.

² Winthrop's Journal, Vol. I. *161.

defence; to confine persons suspected of treasonable purposes against the commonwealth; fines were imposed, oaths of fidelity required, and every possible measure taken to protect themselves from the impending evil.

This brief statement is made to explain the following order of the general court in relation to Samuel Maverick, on the 4th of March, 1634-5, in the midst of these exciting times. It was ordered that he should, "before the last of December nexte, remove his habitation for himselfe and his family to Boston, and in the mean tyme shall not give entertainment to any strangers for a longer tyme than one night without leave from some Assistant, and all this to be done under the penalty of £100."¹ As he was an Episcopalian, and noted for hospitality to "all new-comers," he was doubtless put under these restrictions from fear lest he might have visitors for the purpose of promoting the introduction of the appointed government of New England.² This injunction was not of long duration, however, as it was countermanded in the September session. Felt says, "The suspicion against Samuel Maverick, as a staunch Episcopalian, having lessened, the injunction for his removal to Boston is repealed."³

There is but little doubt that the authorities were jealous or suspicious of Mr. Maverick, as indeed they were of all who held views contrary to their own; and it is probable that the severe treatment he received at their hands influenced his subsequent conduct. He does not come under the head of the "pilgrim fathers." He was an Episcopalian and a royalist, evidently a good liver, a whole-souled, jovial Englishman, generous and kind, but not sympathizing with the Puritans in their peculiarities. Probably of a firm disposition, and not inclined to be subservient to the dictation of others, he naturally came in conflict with the more rigid rules of his neighbors. Possessing these traits of character, he was not a favorite with the colonial government, and, in turn, he had no great respect

¹ Mass. Records, Vol. I. p. 140.

² Felt's Eccl. Hist. N. E. p. 208. In this valuable work a brief but good account of this controversy can be found.

³ Mass. Records, Vol I. p. 159; Felt's Eccl. Hist. p. 227.

for it, especially as he found it vacillating in its actions in most important matters relating to the welfare of the colony. And still he was always found ready to unite with the colonists, and do his full share in any public undertaking.

At the time of the exciting controversies between the Legalists and Antinomians so-called, the differences grew so great that they tended fast to a separation, and to the breaking up of social intercourse. Governor Winthrop, in July, 1637, invited the late governor, Henry Vane, to accompany the Lord Ley at dinner at his house. But Vane not only refused to come (alleging by letter that his conscience withheld him), but also at the same hour he went over to Noddle's Island to dine with Mr. Maverick, and took Lord Ley with him.¹ This incident shows that Maverick continued his hospitalities, and was on familiar terms with the chief men of the colony.

Vane was "a true friend to New England, and a man of noble and generous mind."² Winthrop was his rival, and perhaps did not treat him so well as he probably wished he had done some years after. Vane filled the office of governor with general satisfaction, but was left out of office by a manœuvre of the minority. He bore this in silence, his conduct was that of a high-minded and good citizen; and when he left the country, the people, who regretted his departure, showed him every attention in their power.³

Mr. Maverick's hospitality and humane disposition sometimes brought him into trouble and expense. He may not always have been prudent or particular enough in the objects of his charity; but at this lapse of time it is impossible to decide upon the merits of individual cases, especially when the records, of necessity, give only the bare facts without those attending circumstances, which, if known, might palliate seeming crime.

In 1641, one Thomas Owen and the wife of a William Hale had been imprisoned under the charge of illicit conduct. In

* ¹ Winthrop's Journal, Vol. I. *232; Felt's Eccl. Hist. p. 309.

² Winthrop's Journal, Vol. II. p. 304.

³ Drake's Review of Winthrop, p. 18.

some way they found means to escape from custody, and it was ascertained that Mr. Maverick had admitted them to his house. It does not appear why he harbored them. He may have allowed them refuge as any other humane person would have done, seeing them in great distress; or there may have been peculiar circumstances connected with the case, which do not appear upon the records, and which justified some such course of action. However this may have been, he was fined one hundred pounds for this act; but it was afterward abated to twenty pounds. Mr. Maverick was not alone in this transaction, as we find six or eight individuals fined for the same offence; and this fact leads to the inference that the proceedings against Owen were considered as unjust by not a few of the community, and that Mr. Maverick exercised the kindness for which he was so celebrated, in his usual independent manner, without reference to the authorities.¹ His hospitable disposition subjected him to numerous fines, which, however, were frequently remitted; indeed, he seems generally to have been at war with the government.

Says the editor of Winthrop's Journal: "The character of Maverick induces me to believe that he supposed the parties innocent, which probably influenced Winthrop and the majority to a mitigation of the penalty. . . . My opinion of Maverick's conduct, reported in the text, gains confirmation from the implication of many others in the escape of the offenders."²

There are many instances recorded where Maverick was intrusted with public matters, even before his appointment as royal commissioner, and these instances only show that he possessed the confidence of the colonial government, and that they were willing to avail themselves of his services, although they did not allow him to hold any office. Such items, illustrative of his character and standing, may be introduced.

"On the 6th of June, 1637, Robert Anderson, for his contempt was fined £50, and sent to prison till he shall give satisfaction." "Mr. Samuel Mavericke," on the same day, "was enjoined

¹ Drake's Hist. Boston, p. 259; Mass. Records, Vol. I. p. 335, Vol. II. p. 32; Ibid. p. 54.

² Winthrop's Journal, Vol. II. *51, note.

to keep in his hands of the goods of said Anderson to the value of £50 sterling for his fine & to deliver him the rest of his goods.”¹

In another instance he is directed to bring in his accounts for “publique busines” in which he had been employed;² again, he is one of the referees in adjusting the differences between “Charles Towne & Newe Towne;”³ and, again, he with another individual is appointed to purchase clothing in England for a Wm. Bunnell, which expense the general court is to make good to them.⁴ In 1639, being bound in £10 for the appearing of James Meadcalfe, forfeited his recognizance, and in December of the same year paid in £5 of it.⁵

In 1640, among numerous grants of land by the town of Boston, Samuel Maverick and Thomas Fowle had 600 acres each, the greatest quantity allotted to any individuals. Maverick also had an additional grant of 400 acres of land in Braintree, by the town of Boston, “which was assigned unto Edward Bendall by said Maverick in 1643.”⁶

Maverick owned, or had claim upon property, in Boston, for we find on record a mortgage to him from Robert Nash, butcher in Charlestown, on a tenement upon the hill near the dwelling-house of “the Reverend Teacher, Mr. John Cotton, in Boston, formerly in the tenure of Lieut. Thomas Savage.” The paper is dated on the 24th Sept., 1642, and discharged on the 29th August, 1648.⁷ In 1651 he is mentioned as one of the executors of the will of John Mills, of Boston.

Without going into further detail to prove the assertion, it may be safely stated, that, so far as the records bear testimony to Maverick’s position in society, he appears to have deserved, and to have received, the confidence and respect of those with whom he was associated, both in public and in private life. But, as already intimated, his religious views involved him in difficulties with the government of Massachusetts. A more particular narrative of these troubles forms the subject of another chapter.

¹ Mass. Records, Vol. I. p. 199.

² Ibid. p. 149.

³ Ibid. p. 101.

⁴ Ibid. Vol. II. p. 149.

⁵ Ibid. Vol. I. p. 149.

⁶ Boston Town Records, p. 67.

⁷ Suffolk Reg. Vol. I. fol. 35.

CHAPTER IV.

SAMUEL MAVERICK; HIS ECCLESIASTICAL TROUBLES.

IN the Massachusetts colony there were from the commencement, individuals who held views, in both civil and ecclesiastical matters, contrary to the opinions and practices of the colonial authorities; as these became more numerous, and came to include in their number men of character and distinction, they were not backward in making complaints of such laws and enactments as they considered arbitrary and exclusive. The rigid laws of the colony, and in particular the law restricting to church-members the right to hold office, naturally gave great dissatisfaction to those who, by holding a different religious belief from their Puritan neighbors, were thus debarred from any influence or position in the government; and a desire for, and a determination to obtain, religious toleration, was rapidly gaining ground. Indeed, as early as 1645, the subject of equal civil and religious rights and privileges to all citizens was extensively agitated, books in defence of toleration were circulated, and the exertions to obtain the desired end became so prominent that the authorities began to be alarmed. The movements of the disaffected were for a time carefully concealed under the guise of enlarging the liberties of the people, but the design could not long remain secret. The struggle commenced in Plymouth by a proposition for a "full and free tolerance of religion to all men that would preserve the civil peace and submit unto government;" and there was no limitation or exception against any sect whatever. Turks, Jews, Papists, Arians, Socinians, Nicolaitans, Familists, indeed people of every belief, were to

have equal rights and privileges.¹ It is not strange that such a proposition alarmed the Puritans, and was considered dangerous. The magistrates accordingly combined to defeat the movement, and the scene of action was removed to Massachusetts.

Prominent among those in the Massachusetts colony who were opposed to the prevailing principles of ecclesiastical policy, and the practices under them, was Samuel Maverick. The fact that his Episcopacy entirely excluded him from office was not calculated to conciliate his feelings towards the authorities, or bring about a change in his opinions. On the contrary, he, and others who were under the same disabilities, the longer they were made in this way to suffer, were the more determined in their views, and commenced a course of proceedings for the advancement of religious freedom by far the most formidable which had yet been witnessed in New England. In this movement, personal motives may have been mingled with others of a more general character, but the main object in view was a worthy one. It was, however, unfortunately urged at a wrong time and in a wrong manner to accomplish much good. For the authorities were then peculiarly suspicious of any new movement, and were vigilant to preserve the purity of the churches, and to suppress all innovation upon the established laws and usages. The efforts to obtain equal civil and religious rights and privileges may be said to have first taken a definite form in 1646. Says Hutchinson, "A great disturbance was caused in the colony this year by a number of persons of figure, but of different sentiments, both as to civil and ecclesiastical government, from the people in general." The principal persons connected with the controversy were William Vassall, a prominent member of the church in Scituate, a town in the Plymouth colony contiguous to Hingham in the Massachusetts colony, Dr. Robert Child, a young physician from Padua, and Samuel Maverick. Vassall, who had much influence in the Massachusetts and Plymouth colonies, prepared a scheme for petitions to be presented to the courts of both colonies by the non-freemen; and if these petitions were refused, the plan was to apply to parliament, pretending they were subjected to

¹ Barry's Hist. Mass. Vol. I. p. 338.

an arbitrary power and extrajudicial proceedings. The first two of the Massachusetts petitioners were Samuel Maverick and Robert Child.¹

In accordance with Vassall's scheme, a "Remonstrance and humble petition" was addressed (1646) to the general court, signed by Robert Child, Samuel Maverick, Thomas Fowle, Thomas Burton, David Yale, John Smith, and John Dand. They complained, 1st, that the fundamental laws of England were not acknowledged by the colony as the basis of their government, according to patent; 2d, that the civil privileges enjoyed by the freemen of the jurisdiction were denied to such as were not members of the churches, and did not take an oath of fidelity devised by the authority here, although they were freeborn Englishmen of sober lives and conversation; 3d, that they were debarred from Christian privileges, such as the Lord's supper for themselves, and baptism for their children, because they were not members of the particular churches here, although of good character, and members of the Church of England. They therefore prayed that civil liberty might be forthwith granted to all who were truly English; and that all members of the Church of England or Scotland, not scandalous, might be admitted to the privileges of the churches of New England; or, if these civil and religious liberties were refused, that they might be freed from the heavy taxes imposed upon them, and from the impresses made of them, or their children or servants, in time of war; if they failed of redress there, they should be under the necessity of making application to England, to the honorable houses of parliament, who they hoped would take their sad condition into consideration, provide able ministers for them, New England having none such to spare, or else transport them to some other place, their estates being wasted, where they may live like Christians. But if their prayer should be granted, they hoped to see the then contemned ordinances of God highly prized; the gospel, then dark, break forth as the sun; Christian charity, then frozen, wax warm; jealousy of arbitrary government banished; strife and contention abated; and all business in church and

¹ Hutchinson's Hist. Mass. Vol. I. p. 145.

state, which for many years had gone backward, successfully thriving, &c.

The substance of the remonstrance is thus given in the Massachusetts archives:—

“1. They discern not a clear settled forme of govⁿment according to y^e fundam^{tall} laws of England, which seemeth strange &c.

“2. No body of lawes to enioy lives liberties, goods according to y^e rights of English subjects from whence arise Jealousies of introducing arbitrary govⁿmnt, w^{ch} is detestable to o^r English nation, & to all good men, from whence is feare of illegall commitmts taxes customes uniu^stifiable p^rzes, undue fines & unconceivable dang^rs, by a negative, or destuctive vote unduly placed, or not well regulated of a non conformity of all things they enioy, & of undue oathes subject to exposition according to y^e will of y^e giver.

“3. W^rfore they desire y^e establishing of y^e fundam^tall lawes of England to w^{ch} we are obliged by o^r charter, & oathes of allegiance from w^{ch} if wee swerve y^e be a pow^r settled to call us to account according to y^e lawes of England.

“4. Slav^ry & bondage, upon y^m, & y^r posterity intollerable by y^m who ought to love, & respect y^m as brethren, for not bearing office, or haveing votes, w^rfore y^{ey} desire equall liberty wthout imposing oathes, or covenants, on y^m unwarranted by y^e patent nor agreeing with y^e oath of allegiance, & y^e place stiled a free state, rath^r yⁿ a Colony, or corporation of England or at least, y^t y^{ir} bodies may not be imprest nor y^{ir} goods taken away least they ignorant of y^e witness of y^e warr may be forced upon y^r destructions, & y^t all taxes & impositions may be taken away, yt so they me be strang^rs in all things; otherwise they are in a worse case yⁿ y^e Indians.

“5. yt none be banished, unles they breake y^e known lawes of England deserving such punishm^t, & yt those yt come may settle without two ma^{trats} hands.

“6. They desire lib^rty for y^e mem^{br}s of y^e Church of England to enioy all ordinances wth us, or els to grant liberty to settle y^m selves in a church way according to Engl: and Scotland, w^{ch} if not granted they will petition y^e Parliam^t.

“7. These thinges amended all o^r calamities are like to cease,
& all things p^rsper.

Robt Child
Thom Burton
John Smith
John Dand¹

Thomas Fowle
David Yale
Samu: Maverick.”

It is evident that this petition was intended for an extensive circulation, as copies were rapidly spread into the adjoining governments of Plymouth, Connecticut, and New Haven, and even in the Dutch Plantations, Virginia, and the Bermudas; and it seems to have been well understood that it was expected to reach English ears, and that it was to be forwarded to parliament. The petition gave great offence to the court and to the people generally; and in reply a declaration was published by order of the court, in which the charges were freely examined and the government vindicated. The petitioners were required to attend court, and, on so doing, urged their right of petitioning; to which it was replied, that they were not accused of petitioning, but of using contemptuous and seditious expressions in their remonstrance, and they were ordered to appear before the court. In the mean time there was much agitation in the community, and the civil authorities applied to the elders for their opinions respecting the bearing of the laws of England upon the government here. It perhaps was fortunate that at this time the government in England was in too unsettled a condition to attempt to settle affairs in the colony.²

In November (4th) the court came together by adjournment, and the case of Dr. Child and others was taken up. Two of the petitioners, Fowle, who was preparing to sail for England, and Smith of Rhode Island, then in town, were required to find sureties for their appearance to answer. In the end they were all fined in proportion to their supposed demerits. Winthrop says: “The court proceeded to consider of their censure, and agreed, that the doctor³ (in regard he had no cause to complain, and yet was a leader to the rest, and had carried himself

¹ (1646.) Vol. 106, pp. 5, 6.

² Drake's Hist. Boston, p. 295.

³ Doctor Child.

proudly, etc., in the court) should be fined fifty pounds, Mr. Smith (being also a stranger) forty pounds, Mr. Maverick (because he had not yet appealed) ten pounds, and the other four, thirty pounds each." He adds, that, being called again before the court and admonished, "they were offered also, if they would ingenuously acknowledge their miscarriage, etc., it should be freely remitted. But they remaining obstinate, the court declared their sentence, as is before expressed."¹

This exorbitant imposition excites both surprise and indignation, wholly opposed, as it was, to every principle of a free and enlightened government, and bearing with severity upon some of the most prominent and useful men of the colony. One of the petitioners was at that time associated with Winthrop as one of the selectmen of Boston, and Maverick, another one, had that very year shown his interest in the welfare of the colony by advancing a large part of the outlay required in fortifying Castle island, in which the town of Boston had engaged to save him harmless to a certain extent.² This harsh legislation can only be viewed as one of the arbitrary proceedings which were too frequent in the early days of the colony.

It should be remarked, that the court was not unanimous in its sentence. Mr. Bellingham, Mr. Saltonstall, and Mr. Bradstreet dissented, and desired that their dissent should be entered upon the records,—a course of action which reflects much credit upon them. Two or three of the deputies also dissented.

The petitioners then claimed the right to appeal to the commissioners for plantations, in England; but this was not allowed. Yet they appealed to parliament, and Dr. Child, with others, prepared in all haste to go to England to prosecute the appeal. The court, judging it dangerous to allow these men to proceed to England under these circumstances, and, under the pretence of detaining Child on account of his fine, determined to seize him, and to take away and destroy whatever papers any of them might have, calculated to expose the proceedings here; and, as if to aggravate this intended outrage as much as possible, it was "agreed to defer it till the Doctor had

¹ Winthrop's Journal, Vol. II. pp. *291-2 and note.

² Ibid., note.

been on shipboard." But the plan being discovered, they say, "we sent the officers presently to fetch the Doctor, and to search his study and Dand's, both at one instant, which was done accordingly." Nothing obnoxious was found in the doctor's possession, but with Mr. Dand were found various objectionable documents, among which were two petitions to parliament setting forth the experience of the petitioners in the court in Boston, and suggesting remedies; also a paper consisting of some twenty questions respecting the validity of the patent of the colony; whether certain acts were not treason, and whether the courts had a right to prevent the establishment of churches according to the reformed English Church, and other inquiries of a similar nature.

Beside this search, so clearly unworthy of the authorities, there were other aggravating circumstances connected with the proceedings against Child, Dand, and Smith; and, to make the measure of punishment and disappointment full, they were held in durance until the ships had sailed. Vassall and Fowle sailed for England early in November, 1646.

Felt says: "The night before they intended to embark, order is given that search be made for their papers. At Dand's residence some are found, which Smith, being with him, catches up to secure from exposure. When the officer seized them, the latter said 'he hoped, ere long, to do as much to the governor's closet and to him, as he did for them.' Among them is the petition of non-freemen, with twenty-five signers, most of them young men and strangers, which prays for liberty of conscience and a *general governor*; and also another, of the remonstrants to parliament. In the last document, prayer is made for 'churches according to the reformation of England,' and for the removal of several customs here, which the petitioners call grievances.

"Child, Smith, and Dand are committed to the custody of the marshal till the vessels bound to sea shall have sailed. This was on account of the new matter which appeared from their papers. On giving sufficient bail, the first was allowed to be confined to his house. The other two were kept in the house of the prison keeper. A young man, Thomas Joy, who had circulated the petition for the non-freemen, and otherwise

busied himself against the authorities, was put in irons for several days, when he confessed that he had done wrong, and was therefore released.”¹

The measures against Child were probably thus severe from the fact that, as Winthrop says, “the writings were of his hand.” By this phrase is undoubtedly meant that he drafted the petitions, for although Vassall was without doubt the prime mover in the controversy, he was not, to our knowledge, a man of public education, although his wealth and position in society gave him an extensive influence in the colonies. Child, who lived in the adjoining town of Hingham, was a talented man, and educated at Padua, that celebrated seat of learning. Even Winthrop, who was his bitterest opposer, calls him “a man of quality, a gentleman, and a scholar,” and he of all the petitioners seems to have been the most likely to have been selected to draft the different papers; indeed, they bear internal evidence of a discriminating and educated mind.

As Mr. Drake, the author of the admirable history of Boston, has given a well condensed account of Fowle’s and Vassall’s voyage, so far as this particular matter is concerned we repeat it in his language.

He says: “They went in a ship named the Supply. About the time of her sailing, Mr. Cotton preached a Thursday lecture sermon, with special reference to persons going over in her with written complaints against the late transactions in Boston. Some belonging to the ship, or going in her, were his hearers at the lecture, and he warned them against the bearers of such communications; that any such papers would prove a *Jonas* to the voyage; and recommended, if a storm did arise, that certain trunks should be searched for a *Jonas*. A storm did arise, and a certain female on board, who had heard Mr. Cotton’s late sermon, ran about the ship in much consternation, insisting that if any passenger had a *Jonas*, it should be produced, and the ship delivered of it. She gave Mr. Vassall a call at midnight. He asked her why she came to him? ‘Because,’ she said, ‘it was thought he had some writings against the people of God.’ He

¹ Eccl. Hist. N. E. p. 592.

told her he had only a petition to parliament, merely praying that they might enjoy the liberty of English subjects; and surely that could be no Jonas. She next paid Mr. Fowle a visit, in 'like distracted manner.' He told her he had only a copy of the petition, which himself and others had presented to the court at Boston. This he produced and read to her, and then said, that if she and others judged that that was the cause of the storm, they might have it, and do what they would with it. She took the paper to her companions, who, after a consultation, decided that it should be cast overboard. But it is remarked, that though it was thus ceremoniously committed to the waves, there was no immediate cessation of the tempest; nor did it prevent another, which seemed to have doomed them all to certain destruction near Scilly, fourteen days after.

"Notwithstanding those and other storms during the voyage, and notwithstanding the real Jonas continued in the ship, and was 'cast up at London' in safety, as were all the ship's company; yet it was reported that they owed their safety to the destruction of the petition to parliament, when, as Major Child says, it was only a copy of a petition to their own court at Boston; still the petition to parliament, with a copy of that thrown overboard, and other writings of that nature, were still in the ship, and safely delivered at London, as before mentioned."¹

The petitioners may not have been all of the best temper, nor in all respects of the best intentions; but the treatment they received was singularly unjust. A number of years subsequent to this, Mary Hooke, a daughter of Maverick, in a petition to Governor Andros, refers to the severe treatment which her father received. This petition, which is an important one in many respects, is as follows²:—

"Feby 13th, 1687—

"To His Excellency Sr Edmund Andros Knight Captⁿ Generall and Governo^r in Chiefe in & over his Majesties Territory and Dominion of New England &c.

"The Humble Petition of Mary, the wife of Francis Hooke,

¹ Drake's Hist. Boston, p. 298.

² Mass. Archives, Vol. 128, p. 45; N. E. Hist. & Gen. Reg. Vol. VIII. p. 334.

of the Towne of Kittery in the Provynce of Mayne, Daughter and Heiresse of Samuel Mavericke, deceased,

“ Sheweth unto yo^r Excellency

“ That Your Peticoners said Father the sd Samu^{el} Maverick was in the yeare of our Lord God 1648 an inhabitant and owner of a place called Noddle's Island in New England, now in the possession of Corronell Shrimpton, at which tyme, he y^r Peticon^{rs} s^d father with some others drew upp a Peticon wth an intent to p^rsent it to the late Maj^{ty} King Charles the first of ever blessed memory, in which Peticon they requested severall liberties which they did not then enjoy, and amongst other things for the baptizeing of their Children. But by some means or other the said Peticon was discovered by the Massathussetts Government and the Peticon^{rs} imprisoned for a long season, and att length all fined, amongst which yo^r Peticon^{rs} s^d Father was fined the full summe of Two Hundred and Fifty pounds sterling;¹ Which s^ume he resolveing not to pay, and fearing the s^d Island would be seized to make payment of itt, he made a deede of Gift of the s^d Island to his Eldest sonne, not wth any designe to deliver the s^d Deede to him, but onely to p^rvent the seizure of itt. But yo^r Peticon^{rs} s^d Eldest Brother heareing of itt, by a Crafty Wile contrary to his Father's Knowledge gott the s^d deede into his custody. But whether he sold it, or how he disposed of itt yo^r Peticon^r canot sett forth, soe that yo^r Peticon^{rs} s^d Father in his life tyme. And yo^r Peticon^r since his decease hath been debarred of their just right, and partly by the Massathussetts Government continuing soe long, And yo^r Peticon^{rs} Father being one of the Kings Comiss^{rs} sent with Collon^l Niccolls Gen S^r Rob^t Carr & Collon^l Cartwright to settle the affaires in New York & New England but were interrupted at Boston wth sound of Trumpett.

“ Wherefor yo^r Peticon^r humbly desires yo^r Excellency to take the p^rmisses into consideration and to graunt her some reliefe therein And yo^r Peticon^r as in duty bound shall ever pray &c

MARY HOOKE.”²

¹ She makes a mistake; the fine was £150.

² Mary Hooke married, first, John Palsgrave on the 8th of the 12th month,

The petitioners of 1646, two of whom went to England with their appeal in November of that year, had declared their intention of appealing to parliament. This is probably the one to which Mary Hooke refers, although, from the ambiguous manner in which her statement is worded, it might seem the petition to which she refers was sent in 1648. But as Charles I. had at that time lost his throne, she undoubtedly had reference to the petition of 1646, and the words, "*at which time*," may mean that the petition was sent when Maverick was owner of Nodde's Island.

In March, 1647, the assistants arraigned Samuel Maverick and William Clark for their active exertions in obtaining signatures to the non-freemen's petition, which it was intended to present to the Earl of Warwick and the other commissioners, who had the control of affairs in the North American colonies. Clark was a member of the Salem church. Both Maverick and Clark were bound over to the general court, Smith and Dand having given security for the payment of their fines. Relative to the first petition, they were bailed to appear at the same tribunal. Child declined to give similar bonds, and was therefore committed to prison. The reason for such particu-

1655, and after his decease, on the 20th of September, 1660, Francis Hooke. "*Francis Hooke* is first introduced to us as a pious man and preacher of the gospel. He selected his place of abode at Winter-harbor, in Saco, where mention is made of him in 1660. Inflexibly attached as he was to the interests of Gorges, in belief that his right was well-founded, he was appointed a justice, both under Archdale in 1663-4, and by the king's commissioners in 1665. For a period his acceptance of these offices, in connection with his political sentiments, might have rendered him unpopular among the partisans of Massachusetts; yet so entirely had he regained the public esteem in 1680 as to be appointed first county treasurer under President Danforth's administration, and a member of the council during the whole period of his presidency. He seems to have had the singular good fortune of a very few public men, that is, to be popular with all parties. For, in 1692 and 3, he was a member of the province council under the charter of William and Mary, a judge of probate two years, and also a judge upon the bench of the common pleas. He removed to Kittery before the commencement of the second Indian war, where he died in January, 1695. In a word, such was Francis Hooke, that no other of that age in the province was so public spirited and highly useful, none better beloved." — *Appendix, Williamson's Hist. Maine*, p. 679.

larity, as Winthrop observes, was that "the cause was of so great concernment as the very life and foundation of our government." ¹

"On the 26th of May, at the general election, an effort was made by the favorers of the principles advocated by Child and others to choose a governor and magistrates who would sustain their cause. The attempt was unsuccessful, no one of their candidates being elected save Robert Bridges, belonging to Lynn, for an assistant." ²

On account of the insecurity of the Boston jail, the court in June gave instructions, that if all the prisoners of Dr. Child's company be released except one or two, these should be put in irons, unless they paid the charge for two watchmen. ³

It was ordered, in October, that Dand, one of the remonstrants, should be set at liberty on condition of tendering a suitable acknowledgment, and giving sufficient security for the payment of fifty pounds. ⁴

If by "all the prisoners of Dr. Child's company" is meant all who signed the remonstrance to parliament, then *Maverick* was at one time imprisoned for an offence like that his daughter names; and that this was the case is evident from a clause alluding to his imprisonment in one of the petitions presented by *Maverick* to the court, which is given on a subsequent page.

On the 26th of May, 1647, the court agreed upon the sentence against the petitioners, and it is thus recorded: — ⁵

"The Courte having taken into serious consideracon the crimes chardged on Doc^t Rob^t Child, Mr John Smith, Mr Thomas Burton, Mr John Dand & Mr Samuell Mauericke, & whereof they have binn found guilty vpon full evidence by the former judgement of this Courte, have agreed upon y^e sentence here ensewing respectively decreed to each of them,

£ s. d.

Doctor Child, two hundred pounds, & imprisonment vntill

it be payed or security given for it 200 00 00

¹ Felt's Eccl. Hist. N. E., p. 594.

² Ibid. 596.

³ Ibid. 598.

⁴ Ibid. 602.

⁵ Mass. Records, Vol. III. p. 113.

	£	s.	d.
Mr John Smith, one hundred pounds, & imprisonment as before	100	00	00
Mr John Dand, two hundred pounds & imprisonment as before	200	00	00
Mr Tho: Burton, one hundred pounds & imprisonment as before	100	00	00
Mr Sam: Mauricke, ffor his offence in being pty to y ^e conspiracy one hundred pounds, & imprisonment as before	100	00	00
Mr Sam. Mauricke, ffor his offence in breaking his oath, & in appealing ag ^{nst} y ^t intent of his oath of a freeman, ffifty pounds & imprisonment as before	050	00	00
Jacob Barney, contradicens to y ^e sentence of y ^e Courte."			

Maverick did not quietly submit to this heavy tax, but earnestly addressèd the court on the subject. The following petition is copied from the archives:—¹

"I Samuell Mavericke humbly request that whereas at a Corte held in May & June 1647 there was layd to my charge conspiracy and periury, for w^{ch} I was fined 150£, no witnes appearing either viva voce or by writinge, but was refered to the records for sufficient testimony to convince me, w^{ch} records I could not obtaine in thirteen weekes, in the space of one month after sentence *I yielded myself prissonner* according to the order of Corte, & after *my abode there 12 dayes* paid the fines, & so was discharged, w^{ch} time haveing gotten coppies of the records, and finding nothing materiall against me, whereby I may, (as I conceive) be rendered guilty, so as to deserve so great a fine, or to lye under so great disparagment upon record.

"I therefore humbly desire this hono^{red} Courte, that my fines may be repaid, and my Credit repaid, by recording my inno^{cence}, if such testimony do not further appeare, as may render me guilty.

"SAMUELL MAURICKE."

8 (3) 1649

Another petition, for the remission of his fines, etc., entitled "Mr Mauricke's 2nd petition," was presented on the 16th of May, same year, and is thus recorded.²

¹ Lib. 38, B. 228.

² Mass. Records, Vol. III. pp. 166, 167.

“To the honored Generall Courte, now assembled in Boston.

“May it please you :

“Whereas I have been formerly chardged wth conspiracy & perjury, w^{ch} to my vnderstanding, hath not binn sufficiencytly pvd agt me, tho the Courte, vpon the evidences brought against me, sentenced and fined me 150 £, & having searched the records cannot yett see sufficiencyt evidence to prove the chardges against me, w^{ch} mooved me to petition this honored Courte for a review of my cawse ; yett I desire the Courte to vnderstand me, so as if I accoumpted myself altogether free of error, but have cawse rather to suspect and judge myself and accons then your justice and p^rceedings ; and being confident and experimentally assured of yo^r clemency to others in the like kind, I am bold rather to crave yo^r mercy in the favorable remittance of my fines then to stand either to justify myself or p^rceedings, w^{ch} as they have (contrary to my intencons) proved p^rjudicyall and very offensive, so it hath binn, is, and willbe, my grieve and trouble. I shall not trouble you wth arguments respecting myself and family, though the burden lyes heavy in that respect ; the only motive lies in yo^r owne breasts, yo^r wonted charity, w^{ch} will render you to the world mercifull, and refresh and fully satisfy yo^r humble petitioner, who doth remaine

Your humble servant

“SAMUEL MAURICKE.”

To this petition the deputies consented in full, “wth reference to the consent of our honno^red Magis^{ts}.” But the magistrates refused their consent, and the petitioner failed in his request.

We find yet another petitione, in these words : —

“To the right worpp^l the Gouverno^r Deputie Gouverno^r and Assistants together wth the hono^rd Deputies now Assembled in the Generall Court at Boston —

“The Humble Petition of Samu^el Mavericke sheweth that Whereas yo^r Petition^r did in or about November last p^rferre a peticon to this honored Court ; wherein hee desired yo^a would graunt him a review of his Tryall, the reparacon of his Credit, and remittm^t of fines imposed on him for the reasons therein

Declared as more fully doth appeare by the sayd Peticon, a Coppy whereof hee doth heerewth p^rsent vnto you but receiving noe Answer.

“ Hee doth Humbly request yo^u to take the sayd Peticon into yo^r serious Consideracon being ready to make his Purgation on Oath if desired, and willing if any Evidence appeare sufficient to Render him Guiltie (and hee not able apparently to Contradict it) freely to Submit vnto the Sentence; his Request being, (as hee supposeth) reasonable, hee doubts not of yo^r fauorable Answer w^{ch} will farther Obleidge him Euer to Remaine
Yo^r Humble Servant.”

Mr. Maverick's persevering efforts were, at last, partially successful; for on the 19th of June, 1650, —

“ In answer to the petition of Mr. Samuel Mauericke for the remittinge or mitigation of a fine of one hundred & fiftie pounds formerly layd vppon him, it is ordred, that the petition^{er} shall haue the one halfe of the foresd fine abated. p Curiam.” ¹

Mr. Maverick, a few years later, had these proceedings of the government in full remembrance, and doubtless enjoyed the exercise of the power given him over those who had, but a short time before, judged his actions so severely; and it is only another instance of the vicissitudes of life, when the accused becomes the accuser, the law-breaker the lawgiver.

On this whole subject, Drake justly observes: “ It may appear strange that Mr. Maverick should submit to so many indignities as from time to time it has been seen that he did; *a man that Boston could not do without.* He was a gentleman of wealth and great liberality. A few pages back, 291, we have seen how much the town was indebted to him for help to rebuild the fort on Castle island. He may have looked upon these and other proceedings against him as petty annoyances, to which it was best quietly to submit, not wishing to set an example of opposition to the government, or, having a large property at stake, he might not wish to jeopardize it.” ² Says another writer: “ He was compelled to contribute to the support of the elders, but, with his family, was excluded from all

¹ Mass. Records, Vol. III. p. 200.

² Drake's Hist. Boston, p. 296

participation in the solemn ordinances of religion.”¹ When considering the peculiar circumstances under which he was placed, and the evident fact that his position as a man of wealth, liberality, hospitality, public spirit, enterprise, and rank in society, demanded at least *equal* rights and privileges, it must be admitted that he exercised exemplary patience.

It is sad to contemplate such acts of oppression as have been briefly noticed, whatever the provocation might be that called them forth. The government appears to have been for a long period in constant fear of attempts, both here and in the mother country, to establish Episcopacy, to which their own independence would be brought into subjection; and that fear was doubtless the chief incentive in all their harsh and oppressive acts towards members of the Church of England contending for their rights. But a significant clause in the letter of Charles II. (28th June, 1662) to the Massachusetts Colony, illustrates that the spirit of intolerance was not confined to New England, nor to any particular sect of Christians. “We cannot be understood hereby to direct, or wish, that any indulgence should be granted to those persons commonly called Quakers, whose principles being inconsistent with any kind of government, we have found it necessary, by the advice of Parliament here, to make a sharp law against them, and are well contented that you do the like there.”²

In the spirit of toleration and mildness our ancestors were far in advance of the mother country; and it would be well for those who delight in dwelling on the confessed severity and rigidity of the early settlers, and their spirit of intolerance to all who differed from them, to compare, with reference to this point, Old England and New England at that time. Such a comparison will show that our honored ancestors, although to our present ideas harsh and bigotedly illiberal, still were many years ahead of the times in which they lived. It was natural that they should be jealous of any innovation in their religious worship. They had left their own country on account of the persecutions of the church, and, with singular self-sacrifice, had crossed the ocean and founded a settlement

¹ Puritan Commonwealth, p. 419.

² Danforth Papers.

to enjoy their own forms of worship and their own ideas of government; and when they saw the attempt made to establish here the very system from which they had fled, they resisted, and resorted to measures which we cannot approve; but yet they were much milder measures, and more in accordance with the opinions of the present day, than were pursued under the same circumstances in England. It is by no means certain but that, with all our boasted liberality of sentiment, we should act in the same manner if placed in a similar situation; and our judgment of others should always be regulated by the time and the peculiar circumstances which surround the subject. Situated as we now are in the full enjoyment of the fundamental principles which our forefathers established, it is difficult for us to appreciate their peculiar situation, or to realize the difficulties they had to encounter and overcome. Their tenacity of opinion and jealousy of intrusion led to a too intense expression of their ardor in the cause they had espoused, and for the establishment of which they had planted their feet on these western shores. Smarting with their recent sufferings from intolerance at home, they could not brook the thought that they were to be followed over the waters by the same spirit. They pursued a course of measures perhaps impolitic and severe, and upon which we look back with regret. But, while we condemn, let us not forget the extraordinary circumstances in which they were placed, and let us give our judgment upon an honest investigation and just appreciation of all the peculiarities of the case.

CHAPTER V.

NODDLE'S ISLAND A PLACE OF REFUGE TO THE BAPTISTS.

SIMILAR in character to the Episcopalian troubles in the Massachusetts colony were the Baptist difficulties, which lasted for a period of twenty years, and involved both church and state in an unhappy controversy.

In the direct order of time, the sale of Noddle's Island by Maverick came between these two religious controversies, but they are so closely connected in character it is thought best to present them in juxtaposition, even at the sacrifice of strict chronological order. Suffice it then in this place to say, that, during the protracted contest in which the persecuted Baptists took refuge on Noddle's Island, the Island was not in Maverick's possession, nor was he connected with it in any manner. With him circumstances had vastly altered. He had sold his Island home, and, as a royal commissioner, was in the exercise of authority over those who so recently had apparently taken delight in using with severity their brief authority over him.

Persisting in their harsh treatment of all who differed from what might with propriety be called the *Established Church* of the colony (for such it was in spirit), the authorities, in opposition to the well-known wishes of the crown, and in spite of the presence of the royal commissioners, who had power over them in these matters, afflicted the Baptists with the same rigorous treatment with which they had treated Maverick and his Episcopalian friends. Resisting the authority of the commissioners, the colonial government determined, at all hazards, to preserve its favorite form of religious worship untainted with any heresies, and this persecution of the Baptists well illustrates this point, and is pertinent to the narrative.

As Noddle's Island was long the residence of Maverick, the

zealous Episcopalian and royalist, whose efforts to obtain religious toleration and civil rights brought him only fines and imprisonment, so also it was, after it passed out of his possession, the refuge of the First Baptist Church of Boston, while under the interdict of the provincial government.

"I give," said Henry Shrimpton, the father of Colonel Shrimpton, a subsequent owner of Noddle's Island, in his will, dated July 17th, 1666, "ten pounds to the society of Christians that doth meet at Noddle's Island, of whom is Gould & Osborne & the rest, as a token of my love." That this was also a token of his liberal and catholic spirit, and of his indifference as to official prejudice, the facts relating to this society will show.

This was not only the "First Baptist Church of Boston" (a name it still bears), but for nearly forty years comprised almost all the Baptist interests in the colony. Formed in Charlestown 28, 3, (May) 1665, by Thomas Gould, Thomas Osborne, Edward Drinker, and John George, who were then baptized, and Richard Girdall, William Turner, Robert Lambert, Mary Girdall, and Mary Newell, who had been Baptists in England, the organization was preceded by ten years of ecclesiastical troubles, and followed by ten more of legal oppression.

Gould and Osborne had been members of the First Church in Charlestown; but, "it having been a long time," says Gould, "a scruple to me about infant baptism, God was pleased at last to make it clear to me by the rule of the gospel that children were not capable nor fit subjects for such an ordinance." This was in 1655; and the omission at that time to present his child for baptism, introduced those troubles which issued in the formation of a Baptist church. He was cited to appear before the Charlestown church, and he did so; and at several meetings the propriety of infant baptism was discussed at length. The discussions resulted, as such disputations generally do, in convincing neither party. No church action, however, was had until he adopted the practice of leaving the church during the performance of this rite. Upon this and other manifestations of his dislike, as he himself says, he was "dealt with" for "unreverent carriage." The proceedings ran through two years, in the course of which he was laid "under admonition." From that

time he ceased to attend the meeting at Charlestown. A short time elapsed, and he was summoned to answer for so doing. His reply that "he had not rent from the church, for they had put him away," was not considered valid; and, in June, 1658, after conference between himself and the church, in which he justified his long absence upon the ground that their suspension of him had deprived him of membership, he was "admonished for breaking away from the church in the way of schism, never having used any means to convince the church of any irregular proceeding, but continuing peremptorily and contumaciously to justify his schism."

No further notice was taken of him, although he still continued absent for more than five years; nor until he had begun to hold meetings upon the Sabbath in his own house. Upon this new offence, he received, in February, 1664, a second "admonition" for "schism," and for refusing to make any explanations regarding "a private meeting kept at his house on the Lord's day."

At the same time, Osborne, who in the preceding November had been "admonished" together with his wife, the former for "anabaptism," the latter, not only for that, but also for what the church styled "Quakerism," received a second censure. The object of the church in this proceeding being still unattained, and, in addition to the former reasons, it appearing that these persons had formed themselves into a church, they were summoned to meet the Charlestown church to account for their withdrawal. They refused to appear; a further delay was had, a second summons being in the mean time issued, which met with the same result. After still a third notification, on the 30th of July, 1665, Gould, Osborne, and Mrs. Osborne were, for "withdrawing from the church and neglecting to hear the church," formally excommunicated.

Had these persons been subjected to no more violent proceedings than these of the Charlestown church, they would have had slight cause to complain. That their principles were in several respects irreconcilable with those of their former church; that the manner in which their opinions were expressed was far from conciliatory and respectful; that the proceedings against them were neither hurried nor unlawful; and

that their treatment of the church's authority was certainly not according to usage, is clearly evident. In the cases of Gould and Osborne, the final action was taken for long withdrawal from public worship, and refusal to meet the charges against them; Osborne complaining that they "gave no liberty to several brethren to prophesye," and "that they limited the ministry to learned men." In the case of Osborne's wife, action was taken for "her notorious neglect of the public worship of God, denying our churches to be true churches, and also the church's power over her;" in that of John Farnum, one of the first members, — having been early a member of the Dorchester church, and afterwards of the Second Church in Boston, — it was "for renouncing communion with the church, holding familiarity with excommunicated persons, slanders against several holy and worthy men," and in persisting to refuse communion with the church except upon the preposterous conditions that "they must set up the ordinance of prophecy; promise to baptize no more infants; all be baptized (i. e. rebaptized) themselves; put away their present teacher (Rev. Mr. Mayo) from his office." As they denied the Puritan churches to be churches, and "did not consider that any but practical believers who had been baptized upon a profession of faith (thus excluding the great bulk of church-members) could be visible members of the church of Christ,"¹ it is difficult to see how the churches could have taken any different action. Indeed, soon after, the Baptist church itself excommunicated Farnum for the same offence of withdrawing from worship and refusing to hear the church, as we shall see. But when the state brought its force to bear against these few conscientious and powerless men and women, the subject takes a different aspect; for, although their conduct was in many respects unjustifiable, neglect would have rendered harmless those whom force exalted into martyrs.

For the first ten years this church appears to have held its meetings mostly at *Noddle's Island*. In August following its formation, their place of meeting was not publicly known; for the constable of Charlestown was directed to use his endeavors

¹ Hist. First Bap. Church, Boston, 1853.

to discover it. But in the next April (1666) they plead in court that they steadily attended public worship; which open statement, with the legacy in the will of Henry Shrimpton, July 17, 1666, already quoted, makes it evident that their place of gathering was then well known; though when these meetings were first held there, and at just what time Gould moved there (which were apparently coincident), it is impossible to tell; yet it seems evident that it was as early as the summer of 1665. Drake says:¹ "The date of the first Baptist church in Boston is reckoned from the time of Mr. Gould's removal to Noddle's Island, ascertained to be in the year 1668. From this date the one hundred and fiftieth anniversary was celebrated in 1818." This is an error, as various circumstances go to show that Gould resided at the Island two or three years previous to 1668.

In 1668 the church had increased to eighteen members; and for some years, as appears from their correspondence, they were known as the "*Church of Jesus Christ worshipping at Noddle's Island in New England.*" Samuel Hubbard of Newport, R. I., so addressed them in Nov. 1671. In Nov., 1670, Drinker, in a letter to Clarke and his church at Newport, says, "Warrants are in two Marshal's hands for brother Gould, but he is not yet taken because he lives in *Noddle's Island*, and they wish to take him at town." And again, "we keep a meeting at *Noddle's Island* every first day, and the Lord is adding some souls to us still, and is enlightening some others. The priests are much enraged."² Under date of 1674, Capt. John Hull, in his MS. Diary, writes, "This sumer the Anabaptists *y^e were wont to meet at Noddle's Island* met at Boston on y^e Lords Day. One Mr. Symond Lind letteth one of them an house which was formerly Mr. Rucks."

At this time half a dozen of these brethren were living at Woburn, among whom were Elder John Russell, Senr., who held meetings with them on the Sabbath, when they could not go to the Island. As, besides having "set up the ordinance of prophesies," which thereby allowed all members to take part in their meetings, they had several elders, it is not probable that

¹ Hist. Boston, p. 378.

² Backus, Hist. Bap. I. 398.

these meetings were discontinued at that time, although Gould was in prison. Drinker is styled "Reverend," and Isaac Hill, the first person admitted after the organization, is included among their ministers. But Gould, while he lived, was regarded as their pastor, and his residence at Noddle's Island, until the erection of a church at Boston twelve years afterward, was their house of worship. "Little is known of him," says the brief history of the church already quoted, "more than that he suffered much from the bigotry of his opponents, and was founder of the church which included almost the whole of the Baptist interests in the colony of Massachusetts for more than forty years."

The laws, whose severity Gould and his associates were made to feel for the ensuing ten years, were by no means new enactments, nor did all of them have special reference to the Baptists. Such was the first in point of time, passed in 1635, which forbade citizens from "meeting upon the Lord's day" under a penalty of imprisonment and a fine not exceeding five shillings for each offence, to be imposed by any two assistants; and which was reënacted with more fulness in 1646. Such also was the law of March 3d, 1635, which rendered illegal the formation of a new church without the consent of "the magistrates, and the elders of the greater part of the churches;" a law intended for those of the established faith, and considered necessary in a country so thinly settled as to render a multiplying of churches not only troublesome as to harmony, but burdensome as to support, and which bore with especial severity on those who not only subdivided, but renounced the fellowship of, the churches which they abandoned. The law, however, which was intended directly for such cases, was passed 13th Nov., 1644, against the Anabaptists; that, after recapitulating the troubles which had arisen from these people in other commonwealths as they "who have held the baptizing of infants unlawful, have usually held other errors," and mentions that "divers of this kind" had appeared in Massachusetts who denied the ordinance of magistracy and the lawfulness of making war, declares that all persons who should offend in the specified particulars shall be banished. It is fair, however, to notice the statement of the general court, two years after, that

those who differed merely in judgment in point of baptism and live peaceably amongst us" were not to be molested; to which the venerable Increase Mather, in 1681, adds his unimpeachable testimony, that he had never known "those that scruple Infant Baptism to be molested merely on the account of their opinion;" and he bases the propriety of the banishment of such as created trouble upon the fact that they themselves had, at great labor and sacrifice, transported themselves and their families into a "*Wilderness* that so they might be a peculiar People by themselves," and appeals to their opponents "to do as they would be done by, and deal with us as they would have us to deal with them were they in our case and we in theirs."

There was a law enacted on the 4th Nov., 1646, against any person who should go about to destroy or disturb the order of the churches by open renouncing their church state or their ministry, or other ordinance, upon various specified "pretences," for which the penalty was 40s. per month, "so long as he continue in his obstinacy."

Under all these enactments were the Baptists prosecuted. In less than three months after the church was gathered, 20th Aug., 1665, the constable of Charlestown was directed to discover the place of meeting of Gould and his associates, and in case of failure to report their names and places of abode to some magistrate.¹ In consequence, perhaps, of the latter direction, Gould, Turner, Osborne, and George were summoned in September before the court of assistants held at Boston, and "legally convicted of a schismatical opposition to the churches of Christ here settled, and of profaning the holy appointment of Christ, and in special, the sacraments of baptism and the Lord's Supper, by administering the same to persons under censure of an offended church among us, and presuming, as a covert of their irreligious and pernicious practices, to declare themselves to be a church of Christ."² No penalty was inflicted at this time beyond an admonition to desist from their meetings and irreligious practices; but in October, on their own acknowledged disregard of this advice and their expressed determination to

¹ Backus, Hist. Bap. I. 371.

² Mass. Records, Vol. IV. Part 2, p. 290.

persist, they were disfranchised, and made liable, upon conviction before any magistrate, to be imprisoned during the pleasure of the general court.

In April following (1666) they were "presented" in the county court at Cambridge, "for absenting themselves from the public worship." They replied, referring to their meeting at *Noddle's Island*, that they constantly attended such worship. The court decided that *that* was not a lawful assembly; and Gould and Osborne were fined £4 each, and required, in bonds of £20 each, to appear at the next court of assistants; refusing to obey the decision in either respect, they were committed to prison.

At the ensuing session the court of assistants confirmed the sentence of imprisonment until the fines were paid; and in September the general court, after a full review of the case, sustained the decision. As the convicted men were soon after at liberty, it is probable that they complied with the arbitrary sentence. At the same time the general court reaffirmed its order of October, 1665, in relation to the "said schismatical assembly."

"Thus they went on from time to time," says Backus, "till the court of assistants met at Boston 3d March, 1668, when on an appeal of Gould from a judgment of the county court at Charlestown, the jury decided in his favor. The decision was not satisfactory to the court, and the jury were sent out again with instructions to return a special verdict. They did so; the decision of the lower court was confirmed; judgment was entered; the appellant refused to pay the imposed fine, and again was committed to prison."¹

Such peculiar arguments failing to convince these men of their errors, the governor and council determined to allow a public discussion on the points at issue. The 14th of April was the day selected; the place was "the meeting-house at Boston;" the question, "whether it be justifiable by the word of God, for these persons and their company to depart from the communion of the churches, and to set up an assembly here in

¹ Backus, I. 373-375.

the way of anabaptism, and whether such a practice is to be allowed by the government of this jurisdiction ?”

There was a great concourse on the day appointed. Gould, Farnum, Osborne, and others were present, and with them several members of Mr. Clarke's church at Newport, sent to assist their brethren in debate. On the other side, several of the ministers were requested to assemble with the governor and council. An elaborate debate, doubtless as convincing on both sides as such debates usually are, was had and closed ; and, in May, the Baptists were summoned to declare its effect. Their views and resolutions were still unchanged ; and from the apprehension of various dangers to the commonwealth set forth in the sentence, the court ordered their banishment on and after the 20th July next following ; and Gould, to whose prison life the public debate had been only an episode, was released to enable him to obey the mandate of the authorities.

They did not submit to the decision ; and within a fortnight after the specified time they were again in prison. On the 14th of October they addressed a petition to the government, stating their conscientiousness in their peculiar views, but asserting their “innocence touching the government, both in Civil & Church affairs,” and begging to be set at liberty.

Their petition was also sustained by a paper numerously signed by persons in Boston and Charlestown ; but so far from aiding in the desired object, the latter paper, although respectful and proper in tone as well as creditable to the signers, gave such offence to the general court that several of its promoters were fined, and others severely censured. The petition itself had no favorable results.

Farnum, as we judge from a court order of 7th November, 1668, submitted to the authorities, and was released. Gould and Turner, more resolute, were still undaunted, and remained in prison. In March, 1669, it is worthy of notice that they were released upon their parole, for three days, to visit their families and also “to apply themselves to any that are able and orthodox for their further concernment.” How they chose to interpret this is probably seen in the fact, that on Sunday the 7th of that month a service was held at Gould's house on Noddle's Island, for attending which, Drinker was committed to

prison, where he lay until the ensuing May. Doubtless Gould and Turner were returned to prison.

But tidings of these matters had reached England and excited sympathy. Letters of remonstrance from the Independents came to the colonial government, as to their treatment of the Baptists. Thirteen ministers in London, among whom were Goodwin, Nye, and Owen, wrote to Governor Bellingham, 20th March, 1669, with urgent requests that these proceedings might cease. Others more privately attempted the same thing, declaring the peace and mutual affection which existed between such classes in England. It is not known what effect that produced, though it may be on this account that the imprisoned were set at liberty.

But that the temper of the government was unchanged is evident; for on the 30th of November, Turner was again in prison, and warrants were out for Gould, who consulted his safety by remaining at *Noddle's Island*, whither the constables did not go. And in May, 1672, the law of 1644, prescribing banishment to such as should openly condemn infant baptism, was reënacted.

On the 7th of December, 1672, Governor Bellingham, always hostile and rigorous towards the Baptists, died. A large part of the people, though disagreeing with their peculiar views, had always disapproved of the treatment of the government; and when, in May, 1673, John Leverett succeeded to the office of governor, his well-known sentiments in favor of milder treatment found no obstacle to their exercise. For six years the Baptists had peace. Enjoying their own views, they worshipped unmolested, and they still continued to meet at Gould's house on *Noddle's Island*, at least so long as he lived. It was in the midst of this quiet, in October, 1675, that Gould died. After years of ecclesiastical and legal trouble, he had the happiness to leave the church which he had founded, at rest. So prosperous had they been, that the question of a second church was mooted, but for the time deferred.

On the 16th March, 1679, Governor Leverett died. He was succeeded by Bradford. Under his administration the tribunals again took cognizance of the Baptists. Several persons

were tried and fined, and others admonished. Still, they proceeded to carry out a plan now conceived, that of erecting a house of worship in Boston, taking care, however, that nothing should be known of its contemplated use until it was finished. They met in it for the first time on the 15th of February, 1679. In May the leaders were summoned before the courts; and to meet this case, and perhaps others, a new law was passed, forbidding the erection or use of any house of worship without permission of the authorities; any meeting-house, after three meetings, to be forfeited to the county. To save their property, they refrained from meeting in it until information of a royal edict, granting liberty of conscience to all Protestants, was received. They then met in it again, notwithstanding the royal order; the doors were nailed up by the order of the court, 8th March, 1680, and a notice posted forbidding all meetings within it. Its owners then met in the yard in front, but a week or two after forced the house open. They entered it, and continued there undisturbed until the 11th of June following, when they were summoned to answer for violating the statute of 15th February, 1679. Squire, Drinker, Russell, and some others, appeared. After a hearing, they were released from fines, but were still forbidden to meet as a society, or to use for public worship the house they had built; to which effect the governor admonished them in open court. But this admonition was the last exercise of power: with it their trials from church and state authorities ended; and, after twenty years of vexatious persecution, the Baptists had rest.

At the very time the Baptists were suffering their persecutions, Maverick (who had sold his interest in the Island) was laboring, as one of the royal commissioners, to secure religious freedom to all, under instructions from the crown, in which, however well the object of establishing Episcopacy may have been disguised, it was well declared to be "very scandalous that any man should be debarred y^e exercise of his religion, according to y^e laws & custome of England by those who by y^e indulgence granted have liberty left to be of what profess^a in religion they please; in a word, persons of good & honest conversation who have lived long there may enjoy all the privi-

ledges ecclesiasticall & (in the colonies) civill w^{ch} are due to them, and w^{ch} are enjoyed by oth^{rs} as to choose an be chosen into places of government & the like; and that differences in opinion doe not lessen their charity to each other since charity is a fundamental in all religion."

CHAPTER VI.

SAMUEL MAVERICK, ROYAL COMMISSIONER.

It has been seen in Chapter IV., that Maverick's Episcopacy, and his efforts to obtain equal civil and religious rights and privileges for people of every religious belief, subjected him to the constant displeasure of the colonial government, under which he suffered persecution and hardship. Under these circumstances it is not strange that he should have become disaffected, and should have harbored considerable ill feeling toward the colony. Certainly, the treatment he received was not calculated to make him friendly in his feelings towards, or intercourse with, his provincial neighbors, or strenuous in his exertions to advance those measures of theirs which were so contrary to his own ideas of justice. Indeed, his subsequent life shows that he persisted in his loyalty to Episcopalianism and the king, and that he had not so far conquered the author of evil but that, contrary to the advice in the old hymn, he "let his angry passions rise;" and, upon a change in the home government, exerted himself most strenuously to maintain his position, and acquire authority and power over those who had ill-treated him. This partook more of weak human nature than of Christian forbearance; but Maverick's disposition was not such as to induce him to submit to indignity.

With this end in view, upon the restoration of Charles II. he went to England to complain to the king, and was two or three years in soliciting that commissioners might be appointed, who should visit New England with authority to settle all difficulties.¹ His efforts were successful; and on the 23d of April,

¹ Hutchinson's Hist. Mass. Vol. I. 250.

1664, Charles II. appointed four commissioners, of whom Samuel Maverick was one, to whom extraordinary powers were given to reduce "the Dutch at the Manhadoes," to visit the New England colonies, and hear and determine all matters of complaint, settle conflicting questions which had arisen concerning the charters, and, indeed, to adjust all difficulties, and effect the peace of the country.¹

The colony of Massachusetts never was in high favor with the mother country; for from the first its leading men, and in fact the colonists generally, had shown a distasteful regard for their rights, and a calm decision in maintaining them. Upon the overthrow of the protectorate of Cromwell, the enemies of Massachusetts gained ground rapidly in England; the principal men of the colony trembled at the restoration, and had continual fears of being deprived of their privileges; and these were not groundless. The ear of the king was soon obtained by the Quakers, and perhaps other enemies of New England, and he sent a requirement to the colonial government to answer the complaints in England. To this end Mr. Bradstreet and Mr. Norton were sent to represent the colony as loyal and obedient! a colony which had justified every circumstance in the course of Cromwell, and publicly praised the piety and justice of the court which had brought Charles I. to the scaffold.² On the return of these agents, King Charles sent his oft quoted letter of 28th June, 1662.³ In this letter is a clause, which shows the position which the government intended to assume, and from that time did take, relative to Episcopacy. Maverick could already see the dawn of a brighter day for his

¹ The subject of the commission is a very broad one, and covers many important points, and it would require a volume to set it forth in a proper manner. In this narrative there is only room to present the leading facts in such a manner as to give a general idea of the subject. Voluminous documents are to be found in the Mass. Records, N. Y. Col. Hist., Hutchinson's Collections, and Hist. of Mass., etc. The writer has also had the opportunity, by the kindness of G. H. Snelling, Esq., of examining the "Danforth Papers;" an old MS. of great value, relating exclusively to the difficulties between the colonial authorities and the royal commissioners.

² Drake's Hist. Boston, p. 359.

³ Mass. Records, Vol. IV. par. 2, pp. 58, 160-162, etc.; Danforth Papers.

religious opinions; and the colonial authorities could easily perceive how their harsh treatment of him and others who differed from the Puritan mode of worship was soon to bring about its own retribution.

Says Charles in this letter: "Since the principall end & foundation of that charter was & is the freedome & liberty of conscience, wee doe hereby charge & require that that freedome & liberty be duely admitted & allowed, so that such as desire to vse the Booke of Comon Prayer, & performe their deuotions in that manner as is established here, be not debarred the exercise thereof, or vndergo any prejudice or disadvantage thereby, they vsing their liberty wthout disturbanc to others, & that all persons of good & honest liues & conuersations be admitted to the sacrament of the Lord's supper, according to the Booke of Comon Prayer & their children to baptisme." No explanation is necessary to show how this clause would controvert the views and actions of the colony, or how important it would have been in its general character if it had been carried out. They had retained their charter up to this time, although it had been more than once demanded; but should they now be required to deliver it up, they would not be able to resist the power which would be brought to bear upon them. It is doubtless true that the charter did not grant to the colonists all the privileges which they exercised; but they had enjoyed these so long with the tacit acquiescence of the government, that they considered themselves entitled to their free exercise.

It is not improbable that the unpleasant state of feeling existing between the mother country and the Massachusetts colony had influence with the crown in listening to the solicitations of Maverick. His representations of the state of affairs in Massachusetts were supported by others who were unfriendly to the colony. A letter from Capt. Thomas Breedon to "My Lords and Gentlemen" is on record, which gives to the government any thing but a favorable account. Says Breedon: "The distinction of freemen and non-freemen, members & non-members, is as famous as Cavaliers & Roundheads was in England;" . . . "they look on themselves as a free state," some "say they will dye before they loose their liberties and priuiledges; by

which it may appeare how difficult it is to reconcile monarchy and independency; . . . there should be a speedy course taken for settling and establishing this country in due obedience & subjection to His Maj^{tie}" etc.

In the spring of 1664, intelligence came to this country that several ships were soon to arrive from England, and with them persons of distinction. By order of the court the charter was put in the charge of four of their number for safe-keeping, and a day of fasting and prayer was appointed to be observed throughout the jurisdiction.¹

The ships sailed from Portsmouth, England, having on board four hundred and fifty men, and four commissioners of oyer and terminer,² who were appointed to visit the colonies and hear and determine all matters of complaint. This commission consisted of *Col. Richard Nichols* (the commander of the expedition), *Sir Robert Carr*, *George Cartwright*, and *Samuel Maverick*,³ any two or three of them constituting a quorum, Col. Nichols being always one. The king's commission, after setting forth the reasons for this appointment, says:—

"Know yee therefore, that wee reposing special trust and confidence in the fidelity, wisdom, and circumspection of our trusty and well-beloved Colonel Richard Nichols, Sir Robert Carre, Knt., George Cartwright, Esq., and Samuel Maverick, Esq., of our special grace, certain knowledge, and mere motion, have made, ordained, constituted and appointed, and by these presents do make, ordain, constitute and appoint the said Colonel Richard Nichols, Sir Robert Carre, George Cartwright, and Samuel Maverick, our Commissioners, and do hereby give and grant unto them, or any three or two of them, or of the survivors of them, of whom wee will the said Colonel Richard Nichols during his life, shall be alwaies one,⁴ and upon equal

¹ Hutchinson, Vol. I. p. 230.

² Washburn (Judicial History, p. 35) thus specifies them.

³ Goodrich's Hist. United States, p. 50, erroneously calls him *Richard Maverick*.

⁴ This provision is thus alluded to in a letter from Cartwright to the secretary of state. "Since all the plantations both of Dutch and Swedes upon the

division of opinion to have the casting and decisive voice, in our name to visit all and every of the said colonies aforesaid, and also full power and authority to hear and receive, and to examine and determine, all complaints and appeals in all causes and matters, as well military as criminal and civil, and to proceed in all things for the providing for and settling the peace and security of the said country, according to their good and sound discretions, and to such instructions as they or the survivors of them shall have, or shall from time (to) time receive from us in that behalfe; and from time to time, as they shall find expedient, to certify us or our privy counsel, of their actings and proceedings, touching the premises," etc.¹

This commission bore date of the 25th of April, 1664, the sixteenth year of the reign of Charles II., that is, the sixteenth year from the execution of his father, Charles I., but only the fourth year after the restoration; the protectorate of Cromwell was made of no account in the royal reckoning. It was preceded by a letter from Charles II. bearing date 23d of April, two days previous to the date of the commission to the governor and council of Massachusetts, stating some of the objects of the commission, and speaking of the commissioners as "persons of known affection to our service and of long experience;" of this, the colonists had no doubt!

In the instructions by which the royal commissioners were to be guided, the king commands them to give assurance to the governor and council of his tenderness, care, and affection for the inhabitants of the colony; and of his confident expectation that by the representations of that nature they should make, the evil designs of disaffected ones would be discouraged, and the loyalty and affection of his subjects, in turn, would be secured. They were then to open the matter of "reducing the

South River were reduced under the obedience of his Majestie in October last, Mr. Mavericke and my selfe have had nothing to doe but to observe His Majesties commands in visiting the English Colonies; but we have not had power to doe anything; for together he and I cannot act without a third man, though each of us, single, may act with Colonel Nicolls; but he is detained at New York," etc.

¹ Hutchinson's Hist. Mass. Vol. I. p. 535; N. Y. Col. Hist. Vol. III. p. 64.

Dutch in or near Long Island, or anywhere within the limits” of the king’s dominions, to entire obedience to his government. The general reasons assigned for this were, that besides affording refuge to all sorts of evil-doers, the Dutch made it their business to oppress their neighbors, and by unlawful and foul means to engross all the trade to themselves. This being done, the commissioners were next to desire them, after their own custom, constitution, and form, as soon as it could be done, to call a general council and assembly, to whom also these matters should be opened. They were to inform themselves of the state and condition of the neighboring “Kings and Princes or the other Natives adjoining,” and to inquire what treaties or contracts had been made with them; how they had been observed on the part of the king’s subjects; and, for the credit of Christianity, to redress any wrongs that might have been committed. They were also to ascertain what progress had been made in founding any college or schools for the education of youth, and the conversion of the infidels; and what success had attended endeavors of that kind. These things being accomplished, they were directed to “take a view of our letter of the 28th June, 1662, and examine how all those particulars therein enjoined by us, and which ought by their charter to be observed, have been or are put in practice, as, that persons take the oath of allegiance, that all process, and the administration of justice, be performed in our name; that such as desire to use the Book of Common Prayer, be permitted so to do without incurring any penalty, reproach or disadvantage in his interest, it being very scandalous that any man should be debarred the exercise of his religion, according to the laws and customs of England, by those who by the indulgence granted have liberty left to be of what profession in religion they please; in a word, that persons of good and honest conversation, who have lived long there, may enjoy all the privileges, ecclesiastical and civil, which are due to them, and which are enjoyed by others, as to choose and be chosen into places of government and the like; and that differences in opinion do not lessen their charity to each other, since charity is a fundamental in all religion.”¹

¹ Colonial Hist. N. Y. Vol. III. p. 54.

This would be a great victory for Mr. Maverick to achieve over the colonists who had so persecuted him on account of his religious opinions, and was well calculated to gratify his ill feeling towards the Puritan government of the province.

The commissioners were to ascertain whether any persons standing attainted in parliament of high treason, referring particularly to those who sat in judgment on Charles I., were entertained and sheltered in the colony; and, if such should be found, to have them apprehended and sent to England; and finally, they were to inform themselves of the whole frame and condition of the government, both civil and ecclesiastical, and of its administration.¹

The instructions to them, of the same date, as commissioners to Connecticut, embrace, generally, the same matters, with some additional ones, that need not be repeated.

The private instructions to the commissioners, which were "to be considered and communicated only between themselves," are very significant as showing the designs of the home government. These instructions commence as follows:—

"Though the maine end and drift of yo^r employm^t is to informe yourselves and us of the true and whole state of those severall Colonies and by insinuateing by all kind and dextrous carriage into the good opinion of ye principall persons there, that soe you may (after a full observation of the humour and interest both of those in governm^t and those of the best quality out of governm^t, and generally, of the people themselves) lead and dispose them to desire to renew their charters and to make such alterations as will appeare necessary for their owne benefit:— Yet, you may informe all men that a great end of your designe is the possession of Long Island and reducing that people," etc.

They were "to use great dilligence together in the careful and exact perusall of the first and second charter;" and it was "wished that y^e severall Governours should hold their places three or five yeares, and that before the midle of the last yeare three names should be sent over and presented to us, that one of them might be chosen by us for the next Governor," etc.

¹ Mass. Hist. Coll. 3d Series, 7, p. 127.

They were to be particularly careful not to excite suspicion in the minds of the colonists that any change was intended in forms of religious worship, and that they might not give "any umbrage or jealousy," they were advised to frequent the churches and to be present at their devotion, "though wee doe suppose and thinke it very fitt that you carry with you some learned and discreet Chaplaine, orthodox in his judgement and practice, who in your owne families will reade the Booke of Common Prayer & performe your devotion according to y^e forme established in the Church of England, excepting only in wearing the surplesse, which haveing never bin seen in those countryes, may conveniently be forborne att this tyme," etc. They were to "proceed very warily," and not "to appeare solicitous to make any change in the matters of Religion."

They were directed to employ all the art they possessed to lead the colonists to desire the renewal and alteration of their charters. Two points were named as specially desirable to be gained. The first was, the consent of the colonists that the governor be nominated or approved by the king. The second, that the militia be put under an officer nominated or recommended by him also. To this was added, "and it may be if they consider their charter they will not find that they have, in truth, the disposal of their own militia as they imagine." And the wish was expressed, that the general assembly might be so wrought upon that Colonel Nichols might be chosen by them governor, and Colonel Cartwright, another of the commissioners, major-general.¹

The commissioners also were intrusted with a letter from the king to the governor and council of Massachusetts.²

This recital of the object and duties of this commission has been made, because Maverick, whose character, as the first proprietor of Noddle's Island, it is one object of these pages to illustrate, was one of the commissioners, and in some of the matters alluded to, he had, years before, taken a deep interest and borne an active part. In further illustration of his character and position, extracts will be given from some letters of his which are extant.

¹ Col. Hist. N. Y. Vol. III. p. 60, etc.

² Ibid. pp. 51-64.

The ships containing the troops and the commissioners became separated in a fog when near the end of the voyage, and those having on board Colonel Nichols and George Cartwright arrived at Boston on the 23d of July (1664), while the vessels conveying Sir Robert Carr and Mr. Maverick arrived at Piscataqua, now Portsmouth, N. H., on the 20th of the same month.

Maverick's zeal in the objects of his mission did not allow him any delay, and he immediately began the exercise of his newly obtained authority. On the very day of his arrival he writes to Thomas Breedon, at Boston, as follows:—

“Pascataway, July 20, 1664.

“CAPT. BREEDON,

“It hath pleased God (after a tedious voyage of near ten weeks time), that two of our ships arrived here this after noon at Pascataway where we hourly expect our other two. The Guiney commanded by Capt. Hyde we lost this day se'night, and Capt. Hill with the Elyas on Sunday last;

“It happened, that as we were ready to come in, there went out from hence a Pinck, taken as a prize by a ship of Jamaica, but by authority from the Governor of the Massachusetts, the prize was as I understood seized upon and those that first took her, secured as prisoners by Capt. Oliver, and carried for Boston. I shall desire you to repair to the Governor and Council, and advise them to take care how they dispose of such things as may be out of their bounds, and not fit for them to take cognisance of, his Majesty's Commissioners being at length come into these parts (of whom you know me to be one). I cannot now tell you the time and place, I long to see you at, our stay here being only for a little water and our other ships, which if they come not in time, we must go to our appointed port in Long Island, from whence you shall be sure to hear further from

Sr. your very loving friend

“SAMUEL MAVERICKE.”¹

Mr. Maverick sent, at the same time, a letter to Mr. Jordan,

¹ Colonial Hist. N. Y. Vol. III. p. 65.

announcing his arrival and his desire to see him the first opportunity, and also one to Major-General Denison to the same effect. The next day he wrote a letter to the Hon. William Coventry, which closes thus:—

“Sr, I have more then hopes, all things in these parts will prove very sucessfull for His Majty^s & His Royall Hignesses service & interest of which, I have already received great testymonyes, for their continuall prosperity and happiness, My prayers and utmost endeavours shall never bee wantinge

“I shall not presume to give you further trouble at this time but to subscribe

Sr your most humble servant

“SAMUEL MAVERICKE.”¹

In their private instructions the commissioners were allowed to go first, either to Long Island, on account of the troops they carried, or to New England, at discretion,—and they came to Boston. If their authority was above that of the governor and council in the matter of the prizes, it must doubtless have been derived from the general grant in their commission, which has been already given, to visit all the colonies, with “full power and authority to hear and receive, and to examine and determine all complaints and appeals in all cases and matters as well military as criminal and civil, and proceed in all things for the providing for and settling the peace and security of the said country, according to their good and sound discretion.”

On the 23d of July, Commissioners Carr and Maverick wrote from Piscataqua to Mr. John Rickbell, of their intention to “suddenly bee in Long Island, and desiring him to make all convenient haste to his habitation on the Island, and to acquaint those on the way thither who were well affected towards the Commission and his Majestys service that they had arrived.”

Soon after his arrival, Maverick was found claiming religious privileges as aforetime. James and Mary Oliver, in a manuscript to which we shall again refer, testify as follows: “This we can and do well remember further, Mr. Maverick said

¹ Colonial Hist. N. Y. Vol. III. p. 66.

we should begin about 8 o'clock in the morning on the Lord's day, and end about 10, and they would come in then and end about 12. And we begin at 1 and end at 2 o'clock, and they would continue till about 4. I well remember words spoken by Mr. Maverick divers times to this purpose." This appears to be an arrangement in regard to public worship; and if Maverick spoke authoritatively, as the taking of an affidavit would seem to indicate, he claimed something more than was his right, however discourteous the refusal of a request of that kind might be considered.

Nicolls, Cartwright, and Maverick commissioned Sir Robert Carr to reduce the Dutch on Delaware Bay, and commanding "all officers at sea and land, and all soldgers" to obey him. The state papers show that Carr executed his commission in an acceptable manner.

The colonial government did not wait for the action of the commissioners; on the 19th October, 1664, it sent, through John Endicott, governor, a long address to the king, setting forth their many troubles and grievances, and requesting that the commissioners might be recalled, although, according to their own confession, they had "yet had but a litle tast of the words or acting of these gentlemen."¹ This address could not have been bolder had the colony been an independent state, and the general court was given to understand that the request was highly offensive to the king. The Honorable Robert Boyle, a firm friend of the colony, in a letter to Mr. Endicott, frankly discountenanced the address, and particularly the request for the recall of the commissioners, and said that the principal friends of the colony in England regretted the action of the general court.² The truth was that the colony had determined to resist the commission.

The authority of the commissioners was absolutely denied; violent controversies took place between them and the colonial government, the result of which was, that the attempt to establish their jurisdiction as a court of justice was defeated, and they were never recognized as such in Massachusetts, although

¹ Mass. Records, Vol. IV. Part 2, pp. 129-133.

² Danforth Papers; Drake's History of Boston, p. 377.

they partially succeeded in the exercise of their powers in some of the neighboring colonies.¹ They met with less opposition in the Plymouth and Rhode Island colonies than in Connecticut and Massachusetts. Of the latter, the commissioners in their report say: "The Colony of y^e Massachusetts was the last and hardiest persvaded to use His Ma^{tie}'s name in their forms of Justice," and the "refractoriness of this colony" is always represented as far greater than of the others. Indeed, in one letter to the governor and council of Massachusetts, the commissioners say: "*The other Colonies have set you so many good examples*, even that of Road Iland, one whom you have so long despised and disowned, and now lately derided for their submission to His Ma^{tie}. The dangerousness of those wayes you are in, hath extorted thus much from us at the present for caution."² Lord Chancellor Clarendon, in a letter to Nicolls, says: "I know not what to say to the demeanour of the Massachusetts Colony, only that I am very glad that the *other Colonies* behave themselves so dutifully, for which they will receive thanks from the King; and what sense his Ma^{tie} hath of the behaviour of those of Boston you will find by the inclosed . . . the original to be sent to those of Boston . . . and if they do not give obedience to it, wee shall give them cause to repent it, For his Ma^{tie} will not be sett downe by the affronts which he hath received."³ The colonial authorities were so suspicious of the commissioners, that they opposed them at every step. Col. Nichols, however, by his discreet conduct, gained the esteem of the people, but Carr and Cartwright are represented unfit for their duties.⁴ Maverick's presence was very disagreeable to the colonists, especially as he was clothed with authority; for doubtless they anticipated a retaliation of their visitations upon him; and in the letter to the king of the 19th Oct., 1664, they speak of him in particular as being an enemy to them; and manifest a fear that the commission will be characterized by acts of private revenge.

¹ Washburn's Judicial Hist. p. 36; Hutchinson's Hist. Mass. Vol. I. pp. 229-255.

² Col. Hist. N. Y. Vol. III. p. 100.

³ Ibid. 116.

⁴ Hutchinson's Hist. Mass. Vol. I. p. 250.

It was suspected that the commissioners intended to put the country to great expense, and abridge their greatest privileges, liberty of conscience, etc.; and such being the state of feeling, officers possessed of the most honest intentions relative to the colonies would meet with great difficulties, and their mission prove a failure. Cartwright, in a letter to Nicolls, dated 25th of Jan., 1664-5, alludes to this state of public feeling. "... the country is made to believe that we have put them to £300 charge already, and that we intend to exact 12*d.* for every acre of land, and £3,000 a year besides, and to abridge them of their greatest privileges, liberty of their consciences, and many such; wch Mr. Maverick heard of amongst his friends, in every place where he hath been in this jurisdiction." In this letter he urges Nicolls to go with them to Rhode Island, and after they had determined the questions there, they would go to the "Eastern parts to determine the limits of those patents."¹ Mr. Maverick refers to the public sentiment in a letter written from Boston to Col. Nichols, in the February following his arrival. In this letter he says: "I perceive you have heard some false reports. Col. Cartwright hath written at large to you, in which we all concur. He hath been too retired; I hope I have not been over sociable. I spent three weeks in several of the chiefest towns of the government, and I am deceived if in that journey I did not undeceive both magistrates, ministers, and other considerable persons."² In this letter he coincides with the wish of Cartwright that Nicolls would go to Rhode Island; indeed, Cartwright said, "*Mr. Maverick and myselfe are both of the opinion* that this will be the best way for the doing of that w^{ch} we are entrusted with," etc. Says Maverick in this letter, "We intend, God willinge, to be at Road Island about the first of March, & shall much desire yo^r psence," etc. "Be pleased to refer to the Coll's letters."

A subsequent letter from Maverick to Nicolls (dated 5th March, '64-5) speaks of arriving at Rhode Island and commencing business, and repeats what he had said in his previous note to the same individual. "I have used my utmost endeavour in

¹ Col. Hist. N. Y. Vol. III. p. 84.

² Ibid. p. 88.

the Massachusetts govern^t to undeceive y^e deceived and to p^rpare them for y^e election," etc. His efforts to undeceive the people did not succeed to any great extent, however, for the Massachusetts colony, in their long and plain address to the king, prayed him to "put a stop to these proceedings," and in speaking of the commissioners, represented one of them (Mr. Maverick) "as our knowne and professed enemy." The general court was not backward in its expression of dislike to him. In one place¹ the record speaks of "some words & carraiges, that were distastefull to the people, fell from some of them, & in particular from Mr. Samuell Mauricke on his first arrivall in Piscataque Riuer, menacing the constable of Portsmouth while he was in the execution of his office." The colonists thought they observed in him a great animosity, which, they supposed, arose from his deep rooted prejudice against the church discipline; and that this prejudice called forth the moroseness of his natural temper, which manifested itself in harsh expressions, and occasioned some to look upon him as a professed enemy. "For they observed he was never willing to accept of any common courtesy from any of the inhabitants, as if he had had some special antipathy against them all in general; but the contrary is known by some that had occasion of more free converse with him, to whom he always discovered much civility in his behavior. But when he had received any disgust from any ruder sort of the people, as he occasionally passed up and down the country, it is not unlikely that he might highly resent the same, and could not refrain from an open discovery thereof upon other occasions; which certainly, without prejudice be it spoken, did his majesty no little disservice as to the matters then before them."²

When the conduct of the commissioners and the state of feeling among the people became known to the home government, Clarendon, then the Lord Chancellor, in March, sent over an answer to the address of the colony, in which he gave the petitioners plainly to understand that their address would not meet with the royal favor; and at the same time sent a letter

¹ Massachusetts Records, Vol. IV. Part 2, p. 168.

² Hist. N. E. p. 579.

to Maverick. In this letter, after expressing his disappointment at the conduct of Sir Robert Carr, and his great confidence in Colonel Nichols, he continues:—

“ Worcester House, 5 March, 1664.

“ I find by an address we have lately received from Boston, that the Governor and Council there are not at all pleased with your Commission, and that they will needs believe all their privileges are to be destroyed; but I suppose they are better informed since, and that the answer they have received from the King to their address, will dispose them to a better temper, and that the discretion and wisdom of the Commissioners will make them see how much they are mistaken in their apprehensions. I must tell you they seem most offended and troubled that you, whom they look upon as their enemy, should have any authority over them; but I am very confident the knowledge of their prejudice towards you, will make you much the more careful and watchful in your carriage, that they may have no just exception against any thing you do, and that they plainly discern that you are quite another man in a public trust than what they took you to be as a neighbor, and that you have wiped out of your memory all impressions which ill treatment heretofore might have made in you. For if you should revenge any old discourtesies, at the King's charge, and as his Commissioner should do any thing upon the memory of past injuries, the King would take it very ill, and do himself justice accordingly. But I am confident I have not been so much mistaken in the observation I could make of your nature and disposition, that you can be liable to any of these reproaches, — however, the advertisement I am sure can do you no harm, and proceeds from much kindness.

“ Remember me very kindly to Colonel Cartwright, and I am very glad your success hath been so good in the other Prouinces. I hope that of the Massachusetts will not deserve a worse report. I wish you all happiness, and am

“ Good Mr. Maverick,

“ Your affectionate serv't,

“ CLARENDON.”¹

¹ Colonial Hist. N. Y. Vol. III. p. 92.

The supposition of Clarendon, that, through better information, the wisdom and discretion of the commissioners, and the answer of the king to the address from Boston, the governor and council might have become of a "better temper," did not prove correct. Nor were all the commissioners the most discreet and conciliating. Carr's conduct, as appears from Clarendon's letter above, was such as to disappoint and offend the government. Cartwright also is represented as totally unfit for the business they came upon. Hutchinson says that he and Carr, "by their violent proceedings, rendered themselves odious;" and Maverick seems to have been not altogether the most peaceably inclined, as appears by his letter from Portsmouth, before his arrival, interfering with the government, which he had been instructed to carefully avoid.

There is a manuscript paper in the Massachusetts archives, purporting to be an affidavit of Captain James Oliver and his wife, in which they state that Maverick, being at their house "some time about January" of that year (1665), and, "speaking about divers things and persons in the country said, we should know that they [the commissioners] were the men we were to obey." The captain then told him that he supposed he was commanded one thing by the governors, from whom he had received his commission, and another by them; and asked him which he should obey. Maverick replied that he "might obey them [the governors] till after election, but no longer." He "further said we were both rebels and traitors for minting money and printing, which was treason for the country to do." In another manuscript, also in the archives, which is the testimony of three other individuals, Maverick is represented as complaining of the claims of the colonists, and saying that they included the territory of thirteen patents under their own.

The general court being at last compelled, by the direct questions of the commissioners, to abandon the equivocal position they had been holding, and openly announce their intentions, on the 24th of March, 1665, "with sound of trumpet in the Market Place in Boston below the Court House, and at the Dock head, and at the cross-way by Capt. Breedons" published a "Declaration," setting forth their views and position relative to the commissioners. In this, the court "Declare to all the

people of this Colony, that in the observance of our duty to God and His Ma^{tie} and the trust committed to us by His Ma^{ties} good subjects in this Colony, wee *cannot consent unto or give our approbation of the proceedings of the aforesaid Gentlemen* (referring to the commissioners), neither can it consist with our allegiance that we owe to His Ma^{tie} to countenance any that shall in so high a manner go cross unto His Ma^{ties} direct charge or shall be their abettors or consent thereunto.”¹ To this paper the commissioners made a short and severe reply, informing the court that they should “not loose more of their labours upon them, but referr it to his Maj^{ties} wisdom, who is of power enough to make himself obeyed in all his dominions.”²

The contest between the commissioners and the colonial government was warm; both parties were earnest and persistent, and many letters passed between them; and at the same time the commissioners kept the lord chancellor fully informed of the difficulties under which they labored. The correspondence shows the determination on either side to maintain their respective positions, and it is probable that personal animosity added to the difficulties of amicably adjusting the points in dispute. The position taken by the governor and council of Massachusetts, and as resolutely maintained by them, called forth from the officers of the crown strong accusations accompanied with threats, and it is not uncharitable to indulge the thought that Maverick felt some pleasure in having the right to address his former persecutors, as he deemed them, with authority and severity. In one letter to the governor and council, the following significant language is used, with much more of a similar character: “Striveing to grasp too much, may make you hold but a little. ’Tis possible that the charter which you so much idolize may be forfeited, and it may probably be supposed that it hath been many ways forfeited; untill you have cleared yourselves of those many injustices, oppressions, violences, and bloud for which you are complained against, to which complaints you have refused to answer; or untill you have His Ma^{ties} pardon, which can neither be obtained by nor bee effectuall to those who deny the King’s supremacy.” In

¹ Col. Hist. N. Y. Vol. III. p. 95.² Ibid. 96.

this letter the governor and council are accused of using bad grammar in their last letter; and it was asserted that they had "palpably (and we feare wilfully) misconstrued too many of His Maties gracious letters." ¹

With all his zeal, Maverick was not without discretion. Hutchinson relates that in a dispute with one Mason, a constable, in Boston, in 1666, after another constable had been beaten when attempting to arrest him: "Sir Robert Carr said it was he that beat him, and that he would do it again. Mason replied, that he thought his majesty's commissioners would not have beaten his majesty's officers, and that it was well for them that he was not the constable that found them there, for he would have carried them before authority. Sir Robert asked, if he dare meddle with the king's commissioners? Yes, says Mason, and if the king himself had been there, I would have carried him away; upon which Maverick cried out, treason! thou shalt be hanged within a twelvemonth. Sir Robert Carr spake to Sir Thomas Temple and some others of the company, to take notice of what had passed; and the next day Maverick sent a note to Mr. Bellingham, the governor, charging Mason with high treason for the words spoken, and requiring the governor to secure him. The governor appointed a time for Maverick to come to his house and to give bond to prosecute the constable himself, at the next court of assistants; but Maverick, instead of appearing, thought proper only to send another note, promising to appear against the constable and charge him home, and therefore required that his person should be secured. The governor now thought it advisable to cause Mason to recognize, as principal, in five hundred pounds, with two sufficient sureties in two hundred and fifty each, for his appearance; but the day before the court, Maverick sent another note to the governor, desiring to withdraw his charge, being 'satisfied that although the words were rash and inconsiderate, yet there was no premeditated design in Mason to offer any injury to the king or his government.' The governor returned for answer, 'that the affair was of too high a nature for him to interpose in, Mason being bound over to answer.'

¹ Col. Hist. N. Y. Vol. III. p. 99.

Upon his appearance a bill was laid before the grand-jury, wherein he was charged with maliciously and treasonably uttering the treasonable words mentioned. According to the liberty taken by grand juries at that day, they only found 'that the words charged were spoken;' and Mason being brought upon trial and the words fully proved, the court of assistants suspended judgment, and referred the cause to the next general court, where it was resolved, that although the words were rash, insolent, and highly offensive, yet, as his accusers and witnesses all cleared him from any overt act, or evil intended against the king, the court did not see cause to adjudge him a capital offender, but sentenced him to be admonished in a solemn manner by the governor."¹ "However trivial this anecdote may appear," continues Hutchinson, "yet there are circumstances which throw some light upon the character of the commissioners, as well as that of the governor and the judiciary and ministerial powers of the government at that time."

The commissioners' report concerning Massachusetts gives to the government a very severe account of the resistance of that colony to the officers of the crown; mentions in considerable detail the various causes of dissatisfaction with the condition of civil, judicial, and religious affairs in that colony, and states, that, with the few who remain loyal subjects of the king, it is "as it was with the King's party in Cromwell's time." The closing sentence of the report is: "Their way of government is Commonwealth-like; their way of worship is rude and called Congregational; they are zealous in it, for they persecute all other formes." The whole report is too long to be transferred to these pages; the reader who desires to see it in full is referred to the Colonial Hist. N. Y. Vol. III. pp. 110-113.

Of the numerous attempts of the commissioners in issuing civil and military orders in other colonies, in some of which they succeeded, as in Maine and Rhode Island, we need not speak; our narrative has more particular reference to their labors, and the results of their labors, in Massachusetts.

¹ Hutchinson's Hist. Mass. Vol. I. pp. 254, 255.

The commissioners were at last recalled, having been defeated in almost every measure they attempted. Perhaps they did as well as any men would have done under similar circumstances; but the ministry was ignorant of the state of the colonies, and the commission was undoubtedly a stretch of power, infringing in some respects upon the rights granted in the charter; wherefore the colonists considered themselves justified in resisting its authority. They had remarkable powers granted to them, extending over very many and important points of dispute, and they made a great many new ones; and they were determined to exercise all the authority which their commission and instructions would allow. On the other hand, the colonies, especially Massachusetts, supposing the commissioners were exercising more power than was conferred upon them, and with good reason suspicious of the ministry, opposed these officers at every step, and, in fact, thwarted all their undertakings. The correspondence between the colonial authorities and the commissioners, and between each of these parties and the home government, is voluminous. The Massachusetts colony presented and urged its own case with signal ability and shrewdness, showing itself ostensibly the most loyal of provinces, when in fact it was in real rebellion, defeating the royal officers in their every effort, and at the same time pretending to do this in the name of the king! At this very time they addressed the king, assuring him of their loyalty, and making him valuable presents to appease his displeasure at their treatment of his officers; one present which they sent was a ship load of masts, of which the king was in need, and which he "most graciously acknowledged." But it was not until after the commissioners had found out to their satisfaction that they could do nothing that they obtained from the general court a statement of its true position.

As might naturally be supposed, the recall of the commissioners, which was in 1665, was a cause of rejoicing to the colonists, and they doubtless took pleasure in supposing, however erroneously, that it was a virtual yielding of the contest. Nichols, writing from Fort James, in New York, to Secretary Arlington, concerning incursions of the French from Canada, says: "I have turned one third of the country militia into horse and

dragoons ; the like is done in Conecticot Colony, but the grantees of Boston are too proud to be dealt with, saying that his Majesty is well satisfied with their loyalty, and hath recalled both his Commission, and disgraced his Commissioners." There is no evidence that such was the case, and the statement simply shows the state of feeling in the colony. The king appears to have been satisfied with the general conduct of the commissioners, and particularly with Maverick, whom he retained in service and to whom he made a valuable present, and recalled them only when it was evident that nothing more could then be accomplished. Touching this point Maverick remarks, in a letter to Arlington, "In the afore mentioned signification (of August 6th, 1666), his Ma^{tie} declared that he was well pleased with the acting of his Commissioners, and expressly commanded that noe alteration should be made in what they had done."

"After all," says a discerning writer, who has lately had this subject under consideration, "it is difficult to see how any commissioners, upon such an errand, could have given satisfaction. For a moment's consideration is sufficient to convince any one that the difficulty was not so much in the commissioners as in the undertaking. The king, of course, knew nothing about New England affairs, except from interested parties, and hence, when he gave these commissioners authority to come here and take the government out of the hands of the people, he acted with the same kind of inconsistency which ruined his father. The fathers of Boston had cause, not long after, to speak of 'a remarkable providence,' by which much expected mischief was averted from their heads. The commissioners had collected all the unfavorable circumstances they could against the country, intending, on their return to England, to use their information to the prejudice of New England. All the papers collected for this purpose were in the keeping of Cartwright, who, on his passage to England, fell into the hands of the Dutch, who stripped him of every thing, even the papers in question, and he never could recover them." ¹

¹ Drake's Hist. Bost. pp. 372, 373.

Maverick's duties under the ministry did not wholly cease with the recall of the commission; for the king's confidence in him was so great that he was selected from all the other commissioners to continue his labors in the royal service. This circumstance suggests the inference that his services had been very acceptable to those under whom he acted. The king and ministry were highly displeased with the treatment the commissioners had received, and were not inclined to suffer the indignity to pass unnoticed. More than all, it seemed necessary to take some decided measures to suppress the *growing feeling of independence and of rights of self-government, which were becoming so very prominent in the Massachusetts colony*. Charles II. doubtless remembered the "ill concealed joy" of this refractory colony at the fate of his father, and felt no small desire to assert triumphantly his own authority. This will serve to introduce the following statement in the record: "It being put to the question whither the Council mentioned in the paper given into the magists by Mr. Samuel Mauerick be meant of this Generall Court according to our sence the Court resolved it on y^e affirmative."¹ And again (p. 315): "The Court hauing pervsed the paper presented to the magistrates by Mr Samuel Mauericke, now in Court, judge that some meete answer be given therevnto by this Court, & to that end haue chosen and appointed the honored Dept. Gove^r, Capt. Gookin, Maj^r Gen. Leueret, Capt. Waldern, Capt. Johnson, Mr. Humphrey Davie, & Mr. Peter Tilton as a committee who are hereby desired to drawe vp what they shall judge meete to be donne in the case by way of answer thereto, making their returne thereof to this Court."

The "paper" presented by Maverick was "a signification from his Majesty requiring the Council of this Colony to send five able and meete persons to make answer for refusing the jurisdiction of his Commissioners last year, whereof Mr. Richard Bellingham and Mr. Hawthorne to be two of them, whom he requires on their allegiance to come by the first opportu-

¹ Mass. Records, Vol. IV. Part 2, p. 314.

nity.”¹ The record appropriately calls this a “weighty matter,” and it must have been peculiarly disagreeable to the court to have had it brought before them by their old acquaintance, Maverick, of any thing but “*blessed* memory.”

A special session of the court was called by the governor on the 11th of September, 1666, and the “elders” (ministers) were invited to be present, and “affoord their advice.” The forenoon of the 12th was spent in prayer, and on the 13th they proceeded to business. A long debate ensued, in which Bellingham, Bradstreet, Dudley, Willoughby (deputy-governor), Hawthorne, Stoughton, Winthrop, Sir Thomas Temple, and others participated. Some favored the request upon the ground that the king, as such, should be obeyed; that “right may not be denied because it may be abused;” that “the king can do no wrong because he acts according to law,” etc.; while, on the other hand, it was maintained that “we must as well consider God’s displeasure as the king’s; the interests of ourselves and God’s things, as his Majesty’s prerogative,—for our liberties are of concernment, and to be regarded as to their preservation, for if the king may send for me now, and another to-morrow, we are a miserable people.”² There had been many who from the first had held to the opinion that the commissioners should be received, and their authority acknowledged and submitted to; and when the “signification” of the king was presented to the general court, petitions in favor thereof were sent in from numerous towns. These petitioners were censured by the court for intermeddling,³ and a different course decided upon.

An answer to the “signification” was returned by the colonial government, which shrewdly evaded as much as possible the real and well-known intent of the troublesome paper presented to them by Maverick, by throwing a doubt over its genuineness, thus giving to it a secondary importance, and while expressing their *loyalty* and *humility* still persisted in their

¹ Danforth Papers, which contain a full and interesting account of this special session of the general court. Hutchinson’s Hist. Mass., Vol. I. p. 253.

² Danforth Papers.

³ Ibid.; Mass. Records, Vol. IV., Part 2, p. 317; Hutchinson’s Hist. Coll.

independent course, and refused to obey the direction! And in the answer, they cannot resist the temptation to cast an implication upon their old "enemy," as will be seen in the following extract:—

"Wee may not omitt to acquaint your hono^rs that a writing was deliuered to the Governor & Majestrates, by Mr. Samuel Mauerrick, the 6th Sept. wthout direction or seale, which he saith is a copie of a signification from his majestie, of his pleasure concerning this colony of Massachusets, the certeinty whereof seems not to be so cleare vnto us as former expresses from his majesty haue usually been.¹ Wee haue in all humillity given our reasons why wee could not submitt to the commissioners & their mandates the last yeare, w^{ch} wee understand lye before his majesty, to the *substance whereof wee have not to add*, & therefore cannot expect that the ablest persons among us could be in a capacity to declare our cause more fully," etc.

Immediately following the passage of this letter in the general court, a vote was passed to make a valuable present of masts to the king, and to raise one thousand pounds to defray the expenses. Of course, this could be looked upon only in the light of a peace-offering. The court well knew that the refusal to grant his request would naturally incur his displeasure, and it also well knew that kings, like other human beings, were susceptible of impression in this *disinterested manner*, and that at this particular time he was really in need of this very kind of timber for his royal navy. Maverick alludes to this present in a letter given on an advance page.

In this manner did the colonists maintain their position until the long continued and steadily increasing troubles found a full development in the overthrow of Andros. The course of action pursued by the colonial authorities throughout the controversy with the commissioners evinces an ability which excites our admiration, and the principles there maintained so firmly gained strength from year to year, until at last they resulted in a separation of the colonies from the mother country.

¹ There was not much real doubt as to the authenticity of this paper, or of its importance, as it was presented on the 6th of Sept., and the court assembled on the 11th of the same month to act upon it.

The recall of the commission did not oblige its members to return to England, and we find that Maverick remained in the country. In a letter to Col. Nicholls, under date of April 13, 1666, Lord Clarendon writes: "Though his Majesty thinks fit to recall his commissioners, who have in truth done all they ought to do, at least as much as they are suffered to do, yet it is not his purpose to recall any body whose business or inclination makes it convenient for them to reside there; and I hear Mr. Maverick resolves to stay in those parts."¹

Hutchinson says that Maverick "was in the colony (of Massachusetts) again in 1667 with a message from Col. Nichols, which is the last account given of him."² But notwithstanding this remark, there are letters from Maverick, at New York, to Col. Nichols, then in England, as late as 1669. In one of them he says:—

"I have lately written to you by way of Boston and Virginia, giving you an account briefly how things stand in the northern parts, as how those of the Massachusetts have unrankled all that was done in the Province of Maine; although His Majesty expressly commanded that nothing should be altered until his pleasure were further known. They have further proceeded in committing Major Phillips and others to prison for receiving commissions from the commissioners to be Justices of the Peace and Military officers. They have given out that if they could take any of those that signed those commissions they would punish them severely; so that as the case stands at present it will not be safe for me to go thither. Not long since they sent a party of horse to demand tribute of the Naragansett Sachems, but they paid them not, telling them that they would pay King Charles and none else.

"Now give me leave to acquaint you a little how things go here at Yorke. Trials have been made several times this spring for cod fish, with very good success; a small ketch sent out by the governor hath found several good fishing banks; amongst the rest one not above 2 or 3 leagues from Sandy Hook, on which in a few hours 4 men took 11 or 12 hundred of excellent good Codd the last time they were out; and most of the ves-

¹ Col. Hist. N. Y. Vol. III. p. 116.

² Hutchinson's Hist. Vol. I. p. 250.

sels that go to and from Virginia take good quantities. That vessel is to go from New found Land to get fishermen, lines, hooks, and other necessities for fishing: I doubt not but this Coast will afford fish in abundance.

“On the East end of Long Island there were 12 or 13 whales taken before the end of March, and what since we hear not; here are daily some seen in the very harbor, sometimes within Nutt Island. Out of the Pinnacle the other week they struck two, but lost both, the iron broke in one, the other broke the warp. The Governor hath encouraged some to follow this design. Two shallops made for it, but as yet we do not hear of any they have gotten.

“The Governour with some partners is building a ship of 120 tuns by Thomas Hall’s house; she is well onward, and may be finished in August; another of 60 or 70 tuns is building at Gravesend. The Old House is pulling down which proves so exceedingly defective above what could be imagined, that I think it must down to the bottom, and will prove a tedious and chargeable piece of work.”¹

Again, on the 5th of July, 1669, he writes:—

“By Letters lately received from Boston I am informed how exceedingly they boast of the gracious letters they have received from His Majesty and of his kind acceptance of the Masts they sent him, as also of the provisions they sent to the Fleet at Barbados. I am sure you know that the masts and provision were paid for by a rate made and levied on all the inhabitants, of which eight parts in ten are His Majesty’s loyal subjects, and would voluntarily have done twice as much had those which were sent for been gone for England. That loyal party, which groans under the burthen of the Massachusetts government, now despair of relief, as by frequent letters from all parts I am informed.

“Those in the Province of Mayne since they seized on their records and taken them again under their government, are in exceeding bondage, and most earnestly desire you to endeavor to purchase their freedom.

“How they have lately acted in the King’s Province you

¹ Colonial Hist. N. Y. Vol. III. p. 182.

will see by a letter I lately received from Mr. Gorton which I send herein enclosed.

"It grieves me exceedingly to see His Majesty's loyal subjects and my ancient friends enslaved, as now they are; my whole aim was (in expending so much time and money) only to have procured for them some freedom; but now they are left in a far worse condition than we found them. I doubt not but they have by way of Boston, petitioned to His Majesty and craved your assistance, and I in their behalf humbly beg it of you."

In the same letter he further writes: "I hope in the midst of multiplicity of business you will not forget what I have desired you to do for me. I assure you since I came over in this employ I never received or got, directly or indirectly to the value of sixpence, one horse excepted, which Mr. Winthrop presented me with amongst the rest. And what I had by his Majesty's order, I have spent as much since I came over, and four hundred pounds besides in England in prosecution of this design. I leave it to you, not doubting of your care for me. If any course be taken for reducement of the Massachusetts, I hope you will not leave me out, as one (though unworthy) that may be employed in that design."¹ This last clause shows that Maverick longed for another opportunity to gratify his feelings of revenge by exercising authority over his former oppressors.

On the 15th of October (1669) following, he again writes to Nichols: "May it please you to take notice that yours of the 12th July I received, for which I humbly thank you, as also for the favor you have been pleased to show me in procuring for me from His Royal Highness the gift of the house in the Broadway. I beseech you when you see a fit opportunity present my most humble service to His Royal Highness with many thanks for that his favor towards me, and I assure you it will be a great rejoicing to me if (yet before I die) I may be any ways serviceable to His Majesty or His Royal Highness in these parts, or anywhere else.

"You were pleased to inform me that you have made some progress tending to the relief of our poor friends in N. England

¹ Col. Hist. N. Y. Vol. III. p. 183.

but cannot yet bring it to issue so much desired by yourself and them. In their behalf I humbly beseech you to proceed in it, and am very sorry that Col. Cartwrite cannot be with you to assist in it. I have sent copies of some part of your letter to keep up what may be their drooping spirits for the present, the sad complaints which frequently come from them to me I shall not trouble you with repeating now. You know well in what bondage they live, and it grieves me to the heart to consider that they should be now in a far worse condition than we found them in.”¹

This is the last we hear of Maverick; and the preceding extracts from his letters show pretty clearly what were his feelings towards the government of Massachusetts. Morton says of him: “About that time [1667] it was thought, by such as were judicious, that through the instigation of the said Maverick (whose spirit was full of malignity against the country), our both civil and religious liberties were much endangered; and the rather for that, probably, there would have been a concurrence of divers ill-affected in the land, had not the Lord prevented.”

Investigation has failed to ascertain when, or at what time, Maverick died; but in the absence of any positive information, the most natural supposition is, that, after the recall of the commission, he took up his residence in the city of New York in the house presented to him by the Duke of York for his fidelity to the king, and there died. This gift of a house, and the fact that his numerous letters, from which extracts have been taken, are dated in New York, render it altogether probable that he made that city his home. The location of the house cannot now be ascertained. Maverick, in the letter above quoted, speaks of it as situated “*in the Broadway*,” a thorough investigation fails to fix the spot with any greater definiteness. Under the early laws of New York, deeds were not recorded in the county in which the land lay, and many deeds were left with the secretary of state at Albany. A careful examination of the existing records in that city has resulted in finding one

¹ Col. Hist. N. Y. Vol. III. p. 185.

deed, which is valuable as proving the assertion, that a house was presented to Maverick; and it also shows that the gift was made through the chief executive of the State.

This deed¹ is dated on the 15th May, 1676, and is from John Laurence, of the city of New York, merchant, and Matthias Nicolls, of the same place, reciting that "Samuel Maverick, one of his Majesty's commissioners of New England, by virtue of a patent from Colonel Samuel Lovelace, then Governor, stood possessed of a certain house and lott of ground on the Broadway of this city, which came to their (the grantors) hands by the trust reposed in them by the last will of Samuel Maverick, deceased, for the use of *Mary* his daughter, the wife of Francis Hook in the colony of the Massachusetts which house and lott by her approbation was exposed to public vendue and bought by the Deacons of this city, who sold it to William Vander Shusen of this city, to whom the trustees (Laurence and Nicholls) convey the said lot in the Broadway without any other description."

It seems surprising that writers and editors of our New England history should have fallen into the error of supposing that Samuel Maverick the *son*, who died in 1664, was the royal commissioner sent over that same year; and this notwithstanding Hutchinson had said, "Maverick seems to have been appointed only to increase the number and to be subservient to the others. *He had lived in the colony from its beginning.* He was always in opposition to the authority. Upon the restoration, he went home to complain to the king, was two or three years in soliciting that commissioners might be appointed; at length, the measures against the Dutch at New York being agreed upon, the conduct of that affair, and this extraordinary power were committed to the same persons. He was in the colony again in 1667, with a message from Colonel Nichols, which is the last account given of him."²

Hutchinson certainly has underrated his importance, as the whole history of Maverick shows.

¹ Book of Deeds (at Albany), Vol. I. p. 133.

² Hutchinson's Hist. Mass. Vol. I. p. 250.

With all due deference to that excellent historian, who is generally so accurate in his statements and sound in his conclusions, he appears to have wholly misapprehended Maverick's position on this commission, and to have singularly underrated his influence and importance. The history of the whole matter most conclusively shows, that among the commissioners Maverick was second to none save Nicolls; it was by *his* persevering efforts that the commission was originally appointed, and on the very day he landed he commenced his correspondence, and from that time he was foremost in carrying out the plans of the government, travelling from place to place, even in advance of some of his fellow-officers, writing numerous letters to Lord Chancellor Clarendon, Secretary Arlington, and his brother commissioners, all of them evincing the influence and energy he carried into his office, and, indeed, it is easy to see his spirit pervading many a public document and private letter. The documentary evidence contained in the State Papers of New York (Colonial Hist. Vol. III.), the Massachusetts Records, the Danforth Papers, and various histories of that time, from which copious extracts have been made, show that Maverick had his full share of power, and exercised it; and he certainly occupies much space in the published correspondence, and his letters compare well with the other state papers in the same volumes. Nicolls himself, although the head of the commission, sought the advice of Maverick; in a letter to Governor Winthrop he says: "Y^{rs} of the sixt of May 1667 in answer to a letter from Sir R. Carr, Mr. S. Mavericke and myselfe baring date the 20th of 9^{ber} 1666 hath remained in my hands in hopes that I might have heard from Mr. Maverick *whose advice I have sought in the matter but not yet attained.*"¹ The uneasiness of the colony in regard to the commission, and the striking circumstance, that, in their address to the king, Maverick should be singled out from the rest and spoken of as an "enemy," conclusively show that his position was by no means an unimportant one. It is most probable, that the colony had more real cause of anxiety from Maverick than from any of the other gentle-

¹ Colonial Hist. N. Y. Vol. III. p. 158.

men, and the recollection of the treatment he had received from their hands augmented their fears, and doubtless increased his animosity.

The year before his appointment as commissioner, on representations made by one Captain Scott to "His Majesty's Council for Foreign Plantations," of the practices of the Dutch, it was "ordered, that the said Capt. Scott, and Mr. Maverick, and Mr. Baxter do draw up a brief narration of and touching these particulars following: (viz) 1st of the title of his Majesty to the premises; 2dly of the Dutch Intrusion; 3dly of their deportment since and management of that possession, and of their strength trade and government there, and 4thly and lastly, of the means to make them acknowledge and submit to his Majesty's government, or by force to compel them thereunto or expulse them. And to bring in such their draught on paper to this Council, on this day seavenight, that this Council may humbly make report to his Majesty touching the whole matter as they shall see cause, and in the interim, the members thereof to be summoned."¹ This shows what the council for plantations thought of Maverick's capacity; and that there is no probability of his having been appointed a commissioner the following year "only to increase the number and to be subservient to the others." No; he could have been no mere make-weight in the commission. The "Council for Foreign Plantations" would not have intrusted so important a matter as this concerning the Dutch, with instructions to report within one week to incapable persons. We have seen that he was the first cause of the commission appointed in 1664, that it was appointed in answer to his solicitations; and, so far from being subservient to the others, he was evidently foremost, on his arrival, in interfering with the doings of the colonial government. In truth, although nothing in particular is known of him before the coming of Winthrop and his company, he must have been a man of superior intellect and force, since, despite all opposition, he finally rose to so high a place of distinction and confidence under the crown.

¹ Col. Hist. N. Y. Vol. III. p. 46; Brodhead's History of New York.

By the quotations before made from Hutchinson, it would seem to be indicated clearly enough that the elder Maverick was meant. But there has been a question as to the identity of the commissioner with the elder Samuel Maverick, the grantee of Noddle's Island.

By a note in the second edition of Winthrop's Journal, given on page 70, it would appear that the learned editor supposed Samuel, the royal commissioner, to be a son of Samuel of Noddle's Island. The petition of Mary Hooke, which has been given in full on page 107, and which had not been published at the time the note referred to was written, enables us to settle the question beyond dispute; to assert with certainty that *Samuel Maverick of Noddle's Island was the royal commissioner*. The circumstances which called out this petition were these. The notorious Edmund Andros (called *humane* (!) by the candid author of the Puritan Commonwealth, p. 357), who was appointed governor in 1686, declared that the colonists had forfeited their charter, and thus had forfeited their possessions under it, and that the landholders were tenants at will. His object was to grant new titles, for which he could receive such fees as he chose to demand. In sending out his famous *writs of intrusion* to swindle the landholders out of all he could wrest from them, he disturbed the owners of Noddle's Island. Upon this, Mary, wife of Francis Hooke, Esq., of Kittery, Maine, appealed to Governor Andros, stating that her *father*, Samuel Maverick, was owner of Noddle's Island in 1648, and that *when a commissioner with Nichols, Carr, and Cartwright*, he was interrupted with sound of trumpet, etc. It is an old proverb, "*It is a wise child that knows its own father*;" but Mary Hooke's testimony that her *father*, Samuel Maverick, owner of Noddle's Island, was also the royal commissioner, will not be questioned; for she asserted what she personally knew, and she would have been "strangely confounded" if her statement had been doubted. In her petition she says: "*That your Peticoners said Father the said Samu^{el} Maverick was in the yeare of our Lord God in 1648 an inhabitant and Owner of a place called Noddles Island in New England, now in the possession of Corronnell Shrimpton, at which tyme y^e Pr^s s^d father with some others drew up a Peticon wth an intent to Pr^{es}ent it to the late Maj^{ty} King*

Charles the first," etc.; and again, "*yo^r Peticon^{rs} Father being one of the Kings Comiss^{rs} sent wth Collon^l Niccolls Gen^l Sir Robt Carr & Collon^l Cartwright,*" etc. This petition shows conclusively that the petitioner's father, Samuel Maverick, the original grantee of Noddle's Island, was the royal commissioner. But on this point the evidence is cumulative. The extract from the deed from Lawrence and Nicolls, given on page 155, also proves that Mary Hooke was the daughter of Maverick the commissioner, and that, under her father's will, she owned the house presented to him for his faithful services to the king. And still further, Samuel Maverick the son, who has so often been mistaken for the commissioner, died on the 10th March, 1664, and, therefore, during the years when the commissioners were fulfilling their duties, was in no position to hold any earthly office, although he was the occupant of an earthly position. The date of his death has been mistaken as being the time of his father's decease; and thus, *ex necessitate rei*, the son was called the commissioner. That it was the son who died in 1664 is evident from various sources. For instance, in the Massachusetts Records (Vol. IV. Part 2, p. 145) is the appointment of "meete persons" to examine concerning "y^e estate of the *late Samuel Maverick Junior.*" This is under date of the 3d of May, 1665.¹

¹ The error of confounding father and son, of mistaking the death of the son for that of the father, and supposing that the commissioner was the son of the original grantee of Noddle's Island, is repeated in several historical works. Among the books which have come under my observation in which these mistakes are made are Eliot's Biographical Dictionary, p. 317, note; Farmer's Register of First Settlers in New England, p. 192; Hutchinson's Hist. Mass. in a note by the Editor; Williamson's Hist. Maine, Vol. I. p. 491, note; (the note referred to says that Maverick the commissioner married the daughter of the Rev. John Wheelwright; but as *Samuel the son* married this lady, the mistake of the historian is evident); Savage's Ed. Winthrop's Journal, Vol. I. p. 32, note; Washburn's Judicial Hist. Mass. p. 36; Folsom's Hist. of Saco and Biddeford, p. 139; Greenough's Hist. King's Chapel, p. 10; Mass. Hist. Coll. Vol. IV. 3d Series, p. 194, note; Oliver's Puritan Commonwealth, p. 436; Dearborn's Boston Notions, p. 55; and, it is probable, in many other works which have not come under the writer's notice, and in nearly all of the above instances, the date of the death of the son is given as that of the father.

But the petition of Mary Hooke, and the death of Samuel Maverick, Jr., in 1664, settle the question beyond dispute.

As commissioner, Maverick appears to have been ready and in haste to exercise all the extra authority and power over the government and colonists of Massachusetts given in the instructions. Nor was this altogether unnatural. From the settlement of the colony to the time of his return to England, he had been often in conflict with its government, in part, at least, through persecution and the civil disabilities he was made to suffer. Deprived for a time of rights as a citizen, because of his religious opinions; perhaps never enjoying office, though evidently capable, on the same account; and smarting under the memory of fines and imprisonment when living in the colony as a subject, it is not strange that he should have shown himself disposed to be somewhat arbitrary and tyrannical, when invested with such power, over the same government by which he had been so despoiled and oppressed. And yet he was by no means, in his nature, a hard and unfeeling man. As we have seen, Johnson, while he speaks of him as "an enemy to the reformation in hand, being strong for the lordly prelatical power," at the same time says, "he was a man of a very loving and courteous behavior, very ready to entertain strangers." Hubbard gives him credit for "much civility in his behavior" towards such as had "free converse with him." And Josselyn said, in 1638, that he was "the only hospitable man in all the country, giving entertainment to all comers *gratis*."

During the early years of his residence in the colony, upon Noddle's Island, he was distinguished for his hospitality, public spirit, and hearty coöperation in efforts for the welfare of the province; and if, in subsequent years, he manifested feelings different from these, they can only be considered as the natural result of the harsh treatment he had received. Like all men, he had his faults; but they were so small in comparison with his traits of character as a man, citizen, and public officer, that, in spite of all opposition, he rose to stations of high importance, enjoyed the confidence of his sovereign, and identified himself with the efforts to establish religious freedom in the colony.

CHAPTER VII.

THE MAVERICK FAMILY.

BUT little is known of the descendants of the Mavericks. With the destruction of the town records at the burning of Charlestown on the 17th of June, 1775, were lost the only means of making a full genealogical account.¹ The most complete narrative which the writer has been able to make, from every accessible source, is as follows:—

Samuel Maverick had a wife named Amias when he made a conveyance of "the messuage called Winesemet," in 1634; he must have been married several years before, as his son Nathaniel, in 1650, joined with him in the sale of Noddle's Island. Their children were Nathaniel, Mary, and Samuel.

Mary, daughter of Samuel Maverick, married John Palsgrave, 8th February, 1655 (Gov. John Endicott officiating), and afterward, 20th September, 1660, Francis Hooke, a prominent citizen of Kittery, Maine. She is the Mary Hooke who presented the petition given on page 107.

Samuel, son of Samuel Maverick, married Rebecca, daughter of the Rev. John Wheelwright, in 1660, and died at Boston, on the 10th March, 1664. Very many writers have erroneously given this date as that of his father's death, and thus were compelled to call the son the royal commissioner. The children of

¹ From Judge N. B. Mountfort, of New York City, the author learns that his mother, who was a lineal descendant of the Mavericks, saw the spire of Christ Church in Boston lighted up as if on fire, and supposed such to be the case until it proved to be the reflection of the fire in Charlestown kindled by the British to cover their assault upon the redoubt; in that fire the records of the family were destroyed.

Samuel and Rebecca were Mary, born on the 2d October, 1661; Hannah, born 23d October, 1663. The widow of Samuel Maverick, Jr., married William Bradbury, on the 12th March, 1671-2.

It is noticeable that there were three Samuel Mavericks living at the same time; namely, Samuel, grantee of Noddle's Island and commissioner, Samuel his son, and Samuel the son of Moses of Marblehead.

The following information has been collected relative to others of the name:—

Elias Maverick, of whom something has already been said, was probably a brother of Samuel. He was born in 1604, came to this country at an early age, and was one of the first members of the church in Charlestown, being admitted on the 9th of February, 1632-3, and made a freeman in 1633. The records show that he was an active member, taking a prominent part in the various church proceedings. The date of his immigration is not known, but it is not improbable that he and Samuel, Moses and Antipas, came at, or near, the same time. Elias was a member of the Ancient and Honorable Artillery Company in 1654; and the last half of his life, if not the very first years of his residence in this country, he lived at Winnisimmet.

His will, containing many names and dates, is full of valuable matter to the antiquarian and genealogist, and hence may with propriety be given in full. It is as follows:—

“Elias Maverick senior of Winnasimmett within the Township of Boston, aged, do make this my last will. I give unto my wife Anna all my Estate both in Land houses and movables during her life, if she remain a widow, otherwise one third during life, p^rvided she freely consent to those terms I shall hereafter express.

“I give to my son Elias 5 acres of Land as an addition to the Land & house that I formerly gave him, as also that out-house that I built not far to the westward of his house, to him his wife and children forever, p^rvided there be at all times $\frac{1}{2}$ an acre of land left in common about the spring that is above his

house wth a convenient high way thereunto for watering of cattle.

“I give to my son Peter £5 starling after my wives decease.

“I give to my son Paul Mavericke 25 acres of Land next unto my son Elias w^{ch} I give him in present possession by deed of Gift to him his wife and Children p^rvided that his Father in law Liev^t John Smith, (whose daughter Jemimah he married) will give as a portion to his said son-in-law wth his daughter one halfe of that some of money that the s^d Land shall be prized at by indifferent men chosen on either side, w^{ch} if he refuses to doe, then he shall enjoy it after his mothers decease.

“I give to my grandson Jotham Maverick son of my son John 15 acres of Land adjoyning on the west side of my son Pauls Land, after his grandmothers decease to him and his heires forever, with this p^rviso that he shall have liberty to sell or alienate the same if he see good unto any one or more of his Uncles before mentioned but to no other man or men.

“I give to my grandson James Mavericke son of my son Peter 15 acres of Land next unto my Grand son Jotham, with the same p^rviso given to his cousen Jotham.

“Be it knowne that my intent in the division of the afores^d p^rceles of Land is that each of my sons and grandsons shall have such a p^rportion of Marish Land as is answerable to their quantity of upland that falls to their share — As for my dwelling house, outhouses, Orchard, Cornefield and so much Land adjoyning next the Creeke as will make up 40 acres wth the Orchard & corne field & meadow proportionable, I give to my 5 daughters, either to be sould or let to each of them an equall p^rportion.

“But if my sons Elias and Paul, whome I make joint Exectators of this my will, pay unto each of their sisters viz., Abigail Clarke, Sarah Walton, Mary Way, Ruth Smith, & Rebecca Thomas £50 apiece takeing in the moveables and a quantity of Marish w^{ch} I have at Hogg Iland of 20 acres of Land and upward for to help pay these Legacies, then the said houseing and Land shall be theirs to enjoy, and also they shall pay unto each of my Grand Children and great grand children 5s apiece.

“Whereas I am bound by obligation unto my Father in law

William Stitson to keep him 16 Sheep yearly with their increase till towards winter & then to be left to the same number during his life, that my two sons Elias & Paul my Executors shall make good this engagement after their mothers decease & not before.

“As for my servant Jonas Holmes I give the remainder of his time unto my dear wife if she live so long or else to my Executors. And having forgotten to express Ruth Johnson my granddaughter that now liveth with me, I leave it with her grandmother to do as she pleaseth. My Father in law Deacon William Stitson, Aron Way senior & William Ireland senior to be overseers. The land was measured to be 120 acres if it fall short or exceed my will is that each dividend be p^rportionably abated or enlarged.

“13, Oct. 1681.

ELIAS MAVERICKE.

“William Ireland sen^r Willia^m Ireland jun^r John Barnard, John Sentre W^m Ireland sen^r W^m Ireland jun^r and John Senter deposed 6 Nov. 1681.

“Will exhibited for probate by Elias Maverick and Paul Maverick 6 Nov. 1681.”¹

Elias Maverick married Anne Harris, whose mother married, as a second husband, Deacon William Stitson of Charlestown. Her mother, when she married Deacon Stitson, was the widow Elizabeth Harris, who, as Mrs. Harris, had children John, Thomas, William, Daniel, and Anne. Deacon Stitson, in his will (12th April, 1688), mentions Anne Maverick among the children of his first wife Mrs. Harris, and as the relict widow of Elias Maverick.²

Elias Maverick died on the 8th of September, 1684, aged eighty years, and was buried in the ancient burial-ground at Charlestown, where, a few years since, his gravestone and the inscription upon it might have been seen. It is to be lamented that the stone has been removed.

The children of Elias Maverick and Anne his wife were, according to the Charlestown church records, John, born 3d of Feb-

¹ Suffolk Deeds, Vol. VI. p. 479.

² Gen. Reg. Vol. II. pp. 102, 218.

ruary, 1635-6; Abigail (Clarke), born 10th of August, 1637; Elizabeth, born 2nd of June, 1639; Sarah (Walton), born 20th of February, 1640-1; Elias, born 17th of March, 1643; Paul, born 10th of June, 1657; and, according to his will, Peter, Mary (Way), Ruth (Smith), and Rebecca (Thomas), (he speaks of "5 daughters in his will"); also James, who is found recorded as a son of Elias in an inventory of the estate of James Maverick, "Proved 31st Oct. 1671, by Elias Mavericke to be a true inventory of his late son."¹ This is probably the one who was a member of the Ancient and Honorable Artillery Company in 1658.²

Of these children John,³ son of Elias, had a wife Jane —, and another wife, Katharine Skipper, whom he married 9: 2: 1656. She is mentioned as the widow of John, 27th April, 1680 (IX. 4); children, John, born 18th April, 1653; Dorothy, born 23d January, 1654; Jotham, who married Mary, widow of John Williams.⁴

Abigail, daughter of Elias, married Matthew Clarke 4: 4: 1655.⁵

Elizabeth, daughter of Elias, married John Johnson 15th October, 1656; had a daughter Ruth.

Sarah, daughter of Elias, married — Walton.

Elias, son of Elias, married Margaret Sherwood 10th (8th mo) 1669 (admitted to the church 8th August, 1675), and probably a second wife Sarah.⁶ The children of Elias and Margaret were Elias, born 4th Nov. 1670; Margaret and Elizabeth, baptized 22 (6) 1675; Abigail, baptized 24 (7) 1676; Samuel, baptized 14 (6) 1687.⁷

¹ Probate Records, VII. p. 158.

² Hist. An. and Hon. Art. Co. p. 168.

³ Inventory of John's estate 27th April, 1680.

⁴ Inventory of Jotham's estate taken in June, 1753. About seventy volumes of books are enumerated, thirty bound books in octavo, nine pictures, etc. Bk. 48, p. 65.

⁵ Hist. and Gen. Reg. Vol. I. New Series, p. 203.

⁶ Probate Records, VIII. 127, XIV. 35.

⁷ John Pratt, innholder, to be guardian unto his brother-in-law Samuel Mavericke, son of Elias Mavericke, of Boston, ship-wright, dec'd (being a minor about nine years of age), 19th April, 1697, (XI. 275).

In the Genealogical Register, Vol. III. p. 160, it is stated that Abigail Maverick of Boston, daughter of a clergyman who left England in the time of the persecution, married a William Tully, etc. There is probably some mistake in this statement, as an examination of the dates will show. Had she been the daughter of the Rev. John Maverick, the only clergyman of the name in this country of whom we have any account, she must have been at least sixty or seventy years old when the first of her ten children was born! for the Rev. John died in 1636, and her first child was born in 1702. The Abigail referred to in the Register is probably the daughter of Elias above mentioned; she was born in September, 1675, baptized 24 (7) 1676, and died on the 9th of December, 1750.

A daughter of Elias married a John Pratt, an innholder of Boston.¹

Paul, son of Elias, married "Jemimah," daughter of Lieut. John Smith; had a son John, baptized 14 (6) 1687, then aged one year; Moses, baptized 11 (7) 1681; Jotham, baptized 28 (8) 1683.

Peter, son of Elias, married Martha, daughter of Robert Bradford,² and had children; a son James.

In Suffolk Deeds mention is made of Hester, wife of Benjamin Whitney. She certifies to the birth of her two children by a former husband, James Maverick of Winnisimmet; Martha Maverick, born 17th April, 1693; James Maverick, born 2nd October, 1699. This James Maverick, husband of Hester — (who subsequently married Benjamin Whitney, 7th August, 1705), was undoubtedly the son of Peter, and thus grandson of Elias Maverick of Winnisimmet. In 1729, Benjamin and Hester (Maverick) Whitney convey estate in Boston, formerly of James M., to her children James and Martha, wife of Thomas Bellows of Southboro.³

Mary, daughter of Elias, married — Way.

¹ Letters of administration granted to John Pratt of Boston, innholder, on the estate of his father-in-law, Elias Mavericke, Sen'r, late of Boston, shipwright, dec'd, 2d Nov. 1696, (XI. 227).

² IX. 29. For many of these items the writer is indebted to T. B. Wyman, Jr., who has faithfully examined the Charlestown Records.

³ Gen. Reg. Vol. I. New Series, p. 225.

Ruth, daughter of Elias, married — Smith.

Rebecca, daughter of Elias, married — Thomas.

Moses Maverick lived at Marblehead, with Isaac Allerton, whose daughter Sarah he afterward married; he was engaged in the fishing business in 1634,¹ in which year he was made a freeman (3d September).² In May of the next year, Mr. Allerton conveyed to his son-in-law Moses, all his "houses, buildings, and stages that hee hath att Marble Head, to enjoy to him & his heires for euer."³

He was born about 1610, and became a member of the church in Salem on the 12th of June, 1637. During the absence of Samuel Maverick to Virginia, Moses paid to the governor 40s. rent for Noddle's Island, 7th June, 1636.⁴ He may have hired the Island during the absence of his (probable) brother, or Samuel may have engaged him as a brother or relative to hold it during his southern excursion. After this, Moses continued to reside at Marblehead, and was licensed to sell wine there in 1638, as appears by the Court Records, 6, 7mo. 1638: "Moses Maverick is permitted to sell a tun of wine at Marble Head, and not to excede this yeare."⁵

His first wife, Sarah Allerton, died before 1656, when he was married, 22, 8mo. 1656, by John Endicott, governor, to Eunice, widow of Thomas Roberts. His name appears as one of the petitioners against imposts in 1668.⁶

By his first wife he had children Rebecca, baptized 7th Aug. 1639, married — Hawkes; Mary, baptized 14th Feb. 1640-1, died 20th Feb. 1655-6; Abigail, baptized 12th Jan. 1644-5; Elizabeth, baptized 3d Dec. 1646, who died before Sept. 1649; Samuel, baptized 19th Dec. 1647; Elizabeth, baptized 30th Sept. 1649; Remember, baptized 12th Sept. 1652; and perhaps others. The father, Moses Maverick, died 28th June, 1686, aged 76 years. In the settlement of his estate, in November of that year, are mentioned, — daughter Mary, wife of Archibald Ferguson, died in 1698, (probably a daughter by his

¹ Felt's Annals of Salem, Vol. I. p. 206.

² Mass. Records, Vol. I. p. 147.

³ Mass. Records, Vol. I. p. 237.

² Gen. Reg. Vol. III. p. 93.

⁴ Ibid. Vol. I. p. 176.

⁶ Gen. Reg. Vol. IX. p. 82.

second wife); Sarah, only surviving daughter, and wife of John Norman; Moses Hawks, only son of eldest daughter Rebecca; William Hughes and Thomas Jackson, married to Elizabeth and Priscilla Grafton, daughters of daughter Elizabeth Grafton, deceased; the children of daughter Abigail Ward, deceased; and the children of daughter Remember Woodman, deceased.¹

Antipas Maverick is recorded as "belonging to y^e Ile of Shoals," in October, 1647;² in 1652 we find him at Kittery, Maine, appearing before the commissioners, and submitting to the government of Massachusetts.³ This circumstance gives plausibility to the conjecture that the different individuals by the name of *Maverick* were of the same family, for we know that Mary Hooke, the daughter of Samuel *Maverick*, lived in Kittery. *Antipas* married ———, and had a daughter *Abigail*, who was married to *Edward Gilman*, of Exeter.⁴

All the known circumstances connected with the births, lives, business relations, and residences of Samuel, Elias, Moses, and *Antipas*, lead to the conclusion that they were brothers.

An *Abigail Maverick* was admitted to the church in Charlestown, 18th 12mo. 1637-8.⁵ She may have been a sister of Samuel, Elias, etc. At least, it is evident that she could not have been *Abigail*, daughter of Elias, as the latter was born 10th Aug. 1637.

¹ Gen. Reg. Vol. VIII. p. 270.

² Mass. Records, Vol. II. p. 199.

³ Gen. Reg. Vol. III. p. 193.

⁴ *Edward Gilman*, who married *Abigail Maverick*, was called "*Edward Gilman, 3d*," being the son of *Edward, Jr.*, and the grandson of that *Edward* who came from England to Hingham in 1638, removed to Ipswich at an early date, and to Exeter in 1652, where he spent the remainder of his days; the first *Edward* was the progenitor of the eminent family of the name, among whom were the late Governor John T. Gilman and Hon. Nicholas Gilman. *Edward*, third, was born about 1648, married 20th Dec. 1674; his will was dated 2d June, 1690, and proved 12th April, 1692; he owned lands in Kittery; his children were *Edward*, born 20th Oct. 1675; *Antipas*, born 2d Feb. 1677; *Maverick*, born 11th April, 1681; *Abigail*, who married Capt. Jonathan Thing; Catherine, who married Nathaniel Ladd; and Elizabeth. Descendants still remain in New Hampshire.

⁵ *Budington's History of First Church in Charlestown.*

The name of Maverick has become extinct in New England, although descendants still remain; in New York, however, numerous persons perpetuate it.¹ It is highly probable that Samuel, the royal commissioner, removed his residence to New York after the Duke of York had presented him with a house;² and subsequent to the siege of Boston, a branch of the Maverick family removed thence to New York. These removals account for the existence of the name in that city.

Prior to the revolutionary war, *John Maverick*, an importer of lignum-vitæ and other hard woods, resided in Boston, in Middle street (now Hanover), on the original site of the Hancock school-house.³ His shop, called the "Cabinet and Chest of Drawers," is mentioned in Middle street in 1733. Here he sold also "choice good silver and gold lace, silver buttons, thread, and cloths." He was a man of considerable property, owned slaves, and kept a carriage; he died before the war commenced, leaving children, — Nancy, Jemima, Sally, Mary, Jotham, and Samuel.

Of these children, Nancy became the wife of Nathaniel Phillips, who kept an apothecary shop in Orange (now Washington) street, at the corner of Bennet street. The children of Dr. Phillips were Elizabeth Phillips, who married the late John Parker, Esq., and was mother of Peter Parker (who married a daughter of Dr. Reed, of Charleston, S. C.), of the late John Parker, Jr. (who married Annie Sargeant and died childless), of Charles Parker (who married Miss Vandenburg, of Troy, N. Y.), of the late George Parker, of New York (who married, first, Annie Moore, of Charleston, S. C., secondly, Harriet Boardman, adopted daughter of William Boardman, of Han-

¹ For many of those facts relative to the descendants of the Maverick family in New York and Boston, the writer is indebted to Napoleon B. Mountfort, Esq. of New York, late judge of the police court in that city. He is a lineal descendant of the family. The writer would also acknowledge his indebtedness to Augustus Maverick, of the New York Daily Times, for facts and dates.

² New York Col. Hist. Vol. III. p. 185.

³ The school is now removed to a better location; but the old house still stands, and is now used for primary schools and a ward room. — Hist. Boston, p. 219.

cock street, Boston), and of Eliza Parker (afterwards Mrs. William Shimmin); James Phillips, who married Annie, daughter of the late Richard D. Tucker; Polly Phillips and Nancy Phillips, who married respectively the late brothers William and Joseph Lovering, of Boston; Sarah Phillips, who died unmarried; Samuel Phillips, a painter, who also kept a paint shop in Washington street, above Boylston, and had a son John, who was a painter, and a member of the Ancient and Honorable Artillery Company; Nathaniel Phillips and William Phillips, merchants in Merchants' Row.

Jemima, the second daughter of John Maverick, was married to a Captain White, a king's officer, a tory during the revolutionary war; "but was otherwise," says Judge Mountfort, "a highly respectable gentleman!" He had a son, named Benjamin, who was employed at a large salary in the office of W. Winship; he had also another son and two daughters. Captain White, with his family, resided in Essex street, opposite the old "Glass House," under the large elm trees, and there they died.

Sally, the third daughter of John Maverick, married Judge Stoddard, of Chelmsford.

Mary, the fourth daughter of John Maverick, married John Gyles, importer of fancy goods, who died of camp fever contracted from the barracks of the British troops, who were at the time quartered near his place of residence, shortly prior to Boston being declared by General Gage to be in a state of siege. By this marriage, Mary had five daughters and two sons, viz.: Mary, wife of ——— Howard, dealer in cabinet ware; Ann, wife of Adam Knox, a sea-captain; Elizabeth, who married Levi Lane, a merchant on Long wharf; Sarah, who married Joseph Mountfort, a sea-captain (who was lieutenant in the navy under the brave Commodore Manley, and was with him in several naval engagements with the British vessels during the revolutionary war),¹ and Mercy, the youngest daughter, who also married a sea-captain named Richard Roberts.

¹ He was one of the party which, disguised as Indians, destroyed the tea in Boston harbor, and assisted in the tarring and feathering of Malcolm, who informed of the persons engaged in that celebrated feat. Malcolm was tarred and feathered, placed astride a rail, and surrounded by a crowd bearing

The sons of John Maverick, Jotham and Samuel, were merchants in Boston, and highly respected. There may have been other sons, whose names have not come down to us.

The widow of one of these sons of John Maverick was the mother of the Samuel Maverick who was shot in State street in the Boston massacre, on the 5th of March, 1770.¹ Snow, in his History of Boston, in giving an account of the massacre, says, that among others, Samuel Maverick, whose mother lived in Union street, received a mortal wound, of which he died the next morning; and Loring, in his Hundred Boston Orators, says, "Samuel, a son of widow Mary Maverick, a promising youth of seventeen years, an apprentice to Mr. Greenwood, a joiner, was wounded by a ball that entered his abdomen and escaped through his back, and his remains were removed from his mother's house on the day of interment."

The particulars of this massacre, and numerous depositions respecting it, are given in the "Short Narrative," etc., just referred to; and as the principal facts are familiar to all readers of history, they need not be repeated. The death of young Maverick, however, comes within the proper limits of our book. At the trial of the soldiers, one of the witnesses testified that he saw Maverick about two hours before his death, and asked him concerning the affair. Maverick answered that he "went up the lane, and as he got to the corner, he heard a gun; he did not retire back but went to the town-house; as he was going along he was shot." In answer to the inquiry where he was when wounded, he replied that he was "betwixt Royal Exchange lane and the town-house, going up towards the town-house."²

As, in addition to the published authorities above given, the

torches. As the procession moved on, it stopped at the corner of every street, and the poor tale-bearer was made to cry out, "*Here comes old Malcolm the informer*;" which if he refused to do, his tormentors threatened to apply their blazing torches to his combustible exterior, and thus he was quickly compelled to announce his own infamous *character, habit, and position*. Mountfort was in the receipt of a pension at the time of his death.

¹ Short Narrative of the Horrid Massacre. Boston, 1770.

² Trial of William Wemms, etc. (soldiers), for the murder of Crispus Attucks, Samuel Gray, Samuel Maverick, etc., page 96.

writer has it in his power to present from an authentic source some particulars of this massacre, so called, which have never been printed, he will be allowed to enter more into details regarding this matter.

Mr. Joseph Mountfort, previously alluded to, was with Maverick at the time he was shot. He, with Samuel Maverick, Peter C. Brooks, Samuel and Thomas Carey, were playing marbles in the house of Mr. Carey, at the head of Gardner's wharf, near Cross street, at the time the bells rang the alarm, and were thereby attracted to State street before the British troops fired. Here they observed that a tumult had arisen between some men and boys and the soldiers. Angry words were being exchanged, and missiles of various kinds were thrown. Some one threw pieces of ice, when the soldiers, exasperated by the boldness and taunts of their rebel opponents, discharged their guns at the crowd. Young Maverick cried out to his relative Mountfort, "Joe! I am shot!" and ran down Exchange street, then called Royal Exchange lane, to Dock square, where he fell to the ground, and was conveyed to his mother's house. He died the next morning. At that time the widow Maverick kept a genteel boarding-house in Union street, at the corner of Salt lane.

It is not a little singular, that Mr. Mountfort's name does not appear among the witnesses examined at the trial. The printed report (of which the writer has a copy, as well as copies of the other pamphlets printed at the time) is very full, and the other accounts are quite minute; but the particulars above given are not contained in them. Yet, there can be no doubt as to the authenticity of Mr. Mountfort's narrative. The writer has it from his son, Judge Napoleon B. Mountfort, of New York, who is well informed on the subject.

The funeral of Maverick and the others who were killed upon the 5th took place on the following Thursday (the 8th). An immense assembly was in attendance, most of the shops were closed, and the bells were tolled in the city, in Roxbury, and in Charlestown. The four hearses met in King street, upon the spot where the tragedy took place; thence the procession, six deep, proceeded through the main street, followed by a long

train of carriages. The bodies were deposited in one grave "in the middle burying-ground." The following patriotic verses were circulated on the occasion:—

"Well fated shades! let no unmanly tear
From Pity's eye distain your honored bier;
Lost to their view, surviving friends may mourn,
Yet o'er thy pile shall flames celestial burn;
Long as in freedom's cause the wise contend,
Dear to your country shall your fame extend;
While to the world the lettered stone shall tell,
How *Caldwell, Attucks, Gray, and Maverick* fell."

Joseph Mountfort had five sons and three daughters, namely, Napoleon B.¹ (from whom the above description of the massacre, and many other items, are derived); Captain George M., who died many years ago; John, Lieut.-Colonel U. S. Art., who was wounded in the battle at Little York, Canada, under command of Gen. Zebulon Pike, and distinguished himself at the battle of Plattsburg, as well as in several other actions during the war of 1812, and who died about two years ago; Charles, who died about two years since; George, U. S. Consul at the Island of Candia (at Canea, the town); Sarah, Elizabeth, and Rhoda; these three daughters now reside in Boston.

There was a *Peter Rushton Maverick*, an Englishman and an engraver, who resided in New York City, and owned property (No 85) in Crown (now Liberty) street, about one hundred feet from Broadway.² It is stated by descendants that he came to this country from England (probably from the county of Kent), about the year 1774, when but eight or ten years of age. He was originally a silversmith, and is sometimes called "Peter Maverick, the first," to distinguish him from his son and

¹ He worked with the volunteers on Dorchester Heights in 1814, under George Sullivan, the engineer. The boys marched out from school early in the morning, under the command of the eldest boy, to the heights, taking their breakfast in tin pails.

² The deed of this house from John K. Bancker and Margaret, his wife, to Peter Rushton Maverick, dated Aug. 18, 1802, is on record in lib. 78 of Conveyances, p. 38.

grandson, all bearing the name of Peter and all following the same profession. Little is known of his character or circumstances. He was a free-thinker and a friend of Thomas Paine. His family through several generations displayed an unusual talent for engraving, and made it their occupation. For many years he etched and engraved, and had pupils, some of whom attained eminence. He was the best engraver in New York, yet he had no education in the art, and owed all his proficiency to his own persevering industry. The best specimens of his work are in Brown's Family Bible, published by Hodge, Allen, and Campbell in New York, and considered a great work for that time. Francis Kearney was his pupil, and Maverick demanded and received \$250 for his instruction for three years, besides the advantages of his ingenuity and labor. In 1787-8 he taught William Dunlap (author of the History of Arts and Design in the United States) the theory and practice of etching. He also instructed in the art of engraving, his son Peter, who, with his brother Samuel, were afterwards bank-note engravers of celebrity; the son, however, far excelled the father as an artist. Mr. Anderson,¹ the father-in-law of Peter R.'s son Andrew, well remembers Peter R.: he walked with "old Peter" in the procession of the trades in New York at the time of the adoption of the constitution; Peter represented the engravers, being then, in fact, the only one in the city.

Peter Rushton Maverick died about 1807, and left a will, recorded in the surrogate's office.² By this, he devised his property in Liberty street, which appears to have been all he owned, to his wife for life, with remainder to his children. The widow survived him many years, always occupying the old house (85 Liberty street); she died 19th October, 1853, in the ninety-sixth year of her age; the property was then sold, and the proceeds were divided among the heirs. A lawsuit ensued; since its settlement, a white marble building has been erected on the site of the old house.³

¹ Now living in New York, 279 Broome street.

² Lib. 50, p. 149.

³ In the New York Records, lib. 147 of Conveyances, p. 69, we find that Andrew Maverick, 21st of August, 1820, conveyed to John B. Jansen all his

The children of Peter Rushton Maverick, so far as can be ascertained, were these: Sarah, who married Benjamin Montague, both now dead, without issue; Rebecca and Maria, the first and second wives of James Woodhouse (now deceased), the first dying without issue, the second leaving children, now scattered; Ann, who married Patrick Munn, both of whom died without issue; Peter, born in New York in 1782; Andrew, and Samuel.

Mr. Bryant, Peter R.'s legal adviser, says that all of his sons married and left children.

Peter, son of Peter R., was twice married. How many children he had by his first wife is not known; one of them, Peter, was a dissipated man and went to ruin. His second wife was Miss Matilda Brown, whom he married in 1828; on his decease, June, 1831, in New York, she came into possession of his portrait, painted by Jarvis. Peter had a son by this marriage, namely, Augustus Maverick, born 23d August, 1830, now one of the assistant editors of the New York Daily Times. As already said, Peter excelled his father in his profession. Among his engravings were some for Collins's Quarto Bible. He was for a time in most prosperous circumstances, his property principally accruing from his legitimate business. Some misfortunes connected with a partnership business reduced his means; and late in life, with a large family to support, he was obliged to commence anew. A. B. Durand, a distinguished portrait and landscape painter and engraver, was his pupil; and after serving an apprenticeship of five years (from 1812 to 1817), he entered into partnership with his teacher. As is often the case, the pupil, in course of years, surpassed his master; and the preference which Trumbull gave to Durand by employing him to the exclusion of Maverick, broke up the business connection.

The tradition that Peter Rushton Maverick came from England would seem to indicate that this family was not connected with that to which this history particularly relates. Still, it is

right, title, and interest in his father's estate; and on the 23d of February, 1829 (lib. 254, p. 218), Samuel releases his interest in the estate to his mother Rebecca.

by no means improbable that all of the name were of common descent. An extract from a letter from Judge Mountfort to the writer will corroborate such a supposition. He says :—

“One Mary Lugg, or Rugg, in England, left a large property to the heirs of Peter Maverick in America, more than sixty years ago. It was said to have been converted into money and deposited in the Bank of England. Samuel Parkman called to see my mother about this matter a half century or more ago. A Peter Maverick, believed to have been a brother of my great-grandfather, John Maverick, went to England a century ago, or thereabouts, and subsequently left England to return to America ; but the vessel in which he took passage was never heard from, and is supposed to have foundered. We believe that this was the Peter Maverick to whose heirs the said bequest was made.”

The descendants of Samuel, son of Peter R. Maverick, were notified to meet to adopt means to establish their title to the large sum of money left by Peter Maverick, of England. A lawyer was employed, but the descent could not be traced, as the family records were burned at Charlestown. Mr. Mountfort's mother said that they were descended from this Peter, but could give no legal proof. It is easy to see from these items, that the family supposed a connection to exist between the Mavericks of Boston and those of New York, and that there is a possibility, if not a probability, that the Peter whose property was left for heirs in America was connected with the John who lived in Boston prior to the Revolution.

It is hoped that the information relative to the Mavericks, thus gleaned from every accessible source by a patient investigation, is not without value. But whatever of interest may attach to others of the name, the life and character of Samuel Maverick, the first grantee of Noddle's Island, stand out in bold relief. Winthrop found him here in 1630 ; but when or whence he came will probably forever remain a mystery. Opposed in political and religious opinions and belief to the colonial authorities, he suffered, in consequence, hardships and persecutions ; but, rising superior to all attempts to infringe upon his rights as a citizen or his faith as a churchman, he

overcame all obstacles; outlived the calumnies of enemies; so overcame the prejudices of the Puritan rulers as to become prominent in public affairs, and to engage in important business matters with the governor; with an enlarged and liberal view of public policy and individual rights, he identified himself with the efforts to secure equal civil and religious privileges to all; secured in a remarkable degree the confidence of his sovereign, and held high and honorable office under him; and in his whole course through life, he showed himself a man of strong and generous impulses, of decision and energy, independence of mind and purpose, executive ability and perseverance in action,—all of which qualities fitted him to fill successfully places of responsibility and honor, which he from time to time occupied. If he had faults, they were overshadowed by those nobler traits of character by which he was so distinguished, and which led him on, step by step, over all opposition, to positions of trust and high honor under his sovereign.

CHAPTER VIII.

THE OWNERSHIP TRACED FROM SAMUEL MAVERICK TO SAMUEL SHRIMPTON.

HAVING completed the biographical sketch of Samuel Maverick, the first grantee of Noddle's Island, and given accounts of the family, the direct narrative of the Island history is now resumed.

Immediately following the Episcopalian controversy related in Chapter IV., Maverick sold Noddle's Island, and took up his residence elsewhere. It will be remembered that Mary Hooke, the daughter of Samuel Maverick, states in her petition (given on page 107), that her father, feeling the fine imposed upon him to be unjust, resolved not to pay it; but fearing that the Island would be seized by the government in payment therefor, and desiring to secure himself, he made a deed in form of the Island to his eldest son, Nathaniel, but not intending to deliver the instrument to him. The son, however, more crafty than his father, obtained possession of the writings, and thus became nominally the owner of the Island.

The next change of title which took place was in 1650, when Maverick and his wife, conjointly with their son Nathaniel, sold it to Captain George Briggs, of Barbadoes, as appears by the record in the Suffolk Registry of Deeds.¹

Whether the long series of indignities which Maverick received from the colonial government created in him a desire to leave his Island home, does not appear; but certainly such an inference could very naturally be drawn from the circumstances of the case. He had now (1650) resided upon the

¹ Lib. 1, fol. 122.

Island about twenty-five years, and without doubt his home was surrounded with the conveniences and comforts which so long a residence, with even ordinary improvements, would secure; and considering his character, position, and great hospitality, it is probable that his home was, for those times, commodious and perhaps elegant. It is therefore probable, that only the weariness induced by his long continued difficulties with the colonial authorities determined him to remove from its jurisdiction. This deed of sale was signed 14th January, 1649, and acknowledged 26th July, 1650.

Upon the 28th of the October following the date of the deed above given, Captain Briggs conveyed the Island to Nathaniel Maverick and his heirs forever, who upon the same day conveyed it to Colonel John Burch, of Barbadoes, and his heirs forever. But differences arose, and suits at law were had in several courts, in which it appears that Samuel Maverick claimed possession on the ground that the conditions on which the Island had been sold to Briggs were broken.

Colonel Burch, as assignee of Captain Briggs, through his attorney, Lieutenant John Sayers, brought an action against Samuel Maverick, for Noddle's Island, "at a special court held at Boston, 28th December, 1652. The court not receiving the verdict of the jury, the case, by course of law, fell to the general court to be determined."

The issue between Samuel Maverick and Colonel Burch coming before the general court, a resolution was introduced, giving the possession of the Island to Colonel Burch, on the performance of certain conditions.

The record states,¹ under date of 18th May, 1653:—

"In the case betweene Colonell Birch and Mr. Mauericke, it is resolved on, & by this Court declared, that Noddle's Iland, & appurtenances, in the same condition as is expressed in the deede of sale to Capt. Brigg, doth belong to Colonel John Birch, & possession is to be deliuered vnto him, his heires, or assignes, vppon the payment or legall tender of seuen hundred pound starlinge at the store howse next the waters side at the

¹ Mass. Records, Vol. III. p. 309.

bridge in Barbadoes, in good marchantable suger, at prise current, as for bills of exchange payable in London imediatly after the expiration of thirty dayes sight of the judgement of this Court in this case, & that no charg be allowed to Colonel Birch."

Following this, and of the same date, is "A declaration of Colonell Birch, ordred to be recorded:" —¹

"I doe declare and publish to all men whom these may concerne, that I will justifie, that by the knowne lawes of England, I haue a right & tytle to Noddles Iland, in New England, & so cleare a right therevnto as any man hath to any thinge he there possesseth, the which I shall desire euery man whom it may concerne to take speciall notice off, that they be not deceiued in purchasing the same, or any part thereof, or paying any rent for any they doe hold, or may hereafter hold, from Mr. Mauericke, his heires, or assignes; & I shall desire that this declarat may be entred in the publicke records of New England, that all men may take care they be not deceiued. J. B."

There is another entry in the next volume of the records, by which it appears that the witnesses produced by both parties were heard before the general court, and the question decided "by resolution of a question," in very nearly the same words as just given in the resolution of the 18th of May, and to the effect, that, in case the said Birch did pay or legally tender £700 sterling at the storehouse next the water-side in Barbadoes, in Muscovado sugar, at price current as for bills of exchange payable in London immediately after the expiration of thirty days' sight of the judgment of the court, then the possession of the Island should be delivered to Col. Burch.²

Judgment was rendered on the 7th of June, 1653. The decision by the general court having been final, and Burch having fulfilled the conditions, Samuel Maverick and his son Nathaniel made a new conveyance of the Island on the 31st of July, 1656, which is thus recorded:—

¹ Mass. Records, Vol. III. p. 310.

² Ibid. Vol. IV. Part 1, p. 132.

"Indenture made the last day (31) of July 1656, betwixt Sam^l Mauricke, Gent. & Nath^l Mauricke, sonne & heire Apparent of s^d Sam^l Mavericke of the one p^t & Col. John Burch of the Island of Barbadoes Esq^r of the other p^t.

"Witnesseth that s^d Mauricke & Amias his wife & sd Nath^l Mauricke did by their deed bearing date, 14 Jan. 1649, convey vnto Cap^t Geo. Briggs, an Island Called Noddles Island. And whereas s^d George Briggs did by his deede bearing date 28 Oct. 1650, Convey s^d Island vnto Nath^l Maurick and his heires for euer. And whereas s^d Nath^l Mauricke did the same day Convey s^d Island vnto John Burch & his heires for euer And whereas since that time differences & suites of lawe haue binn had in suerall Courts and at last in the Generall Court at Boston betweene s^d John Burch and s^d Sam^l Mauricke for s^d Island wherein it was exhibited that the aboue named George Briggs had not perfectly performed the Consideration by him undertaken.

"And whereas in s^d Court It was at Last Ordered the 7th of June 1653 in case s^d Burch did pay or legally tender £700 sterling at the store howse next the sea side in Barbadoes in muscavadoes Sugar at price Currant as for bills of exchange that then the possession of the s^d Island to be deliuered to s^d Burch.

"S^d Samuell hath Received full satisfaction of the s^d £700, stirring menconed in the aboue order made at the Generall Court aforesayd.

"S^d Samuell Mauricke doth convey vnto s^d Burch s^d Nodles Island &c.

SAM^l MAURICKE

"Acknowledged last day (31) of July 1656, before me Thos. Gibbes."

This instrument is witnessed by six persons, and is followed by an appointment of an attorney by Mr. Burch, dated at Barbadoes, 5th November, 1656, and which reads thus:—

"Barbadoes,—I Col. John Burch of the Island abouesajd Appointe my well beloued friend Mr. Thomas Bratle of Charles Towne merchant, my Attourney to recouer of Mr. Samuell Mauricke an Island Comonly Called Nodles Island and like-

wise all other rights thereunto belonging, weh doth to me Appertayne. 5 Nov. 1656. JOHN BURCH.

“ In the presence of John Sayes, John Newmaker.

“ At Request of Mr. Thos. Bratle. Recorded 7 Jan. 1656.”¹

Possession of the Island was given by Maverick on the first of January, 1656-7, in the following words:—

“ 1 Jan. 1656 (7). Attest,— Nicholas Shopleigh, Randall Niccolls, John Jeff'es, Willjam Rosewell, that wee sawe full and peaceable possession given of s^d Island, houses, &c. by s^d Maue- rick & Amy his wife, to Thomas Bratle of Charles Towne Attorney to Col. John Burch of Barbadoes &c.

“(Before) JN^o ENDICOTT, Gov^r.”

Thus Noddle's Island passed from the possession of the Maverick family.

Colonel Burch did not long hold the ownership of the Island, for in the same year (1656-7) in which he came into possession of it, Thomas Broughton gave orders to Mr. Richard Leader, then at Barbadoes, to purchase it of Colonel Burch, in his name and for his own use.²

In pursuance of this instruction, Richard Leader purchased the Island in his own name and in the name of Richard New-

¹ Bk. II. fol. 323, 328.

² Little is known of Broughton. His name appears several times upon the town records, but there is nothing by which to judge of his character or position. He owned land near the town dock in Boston, and about three acres on Mill Hill near Charles river, called Center Haven. Among other entries in the records are the following: “ Nov. 29, 1653. Mr. Thomas Broughton may wharf before his ground at the ferry toward Charlestown if he do it within a year and a day.” And again (March 27, 1654).^{*} The grant to Mr. Broughton to wharf or make a “ Carrocadd before his land at Center Haven is con-
tynued.” His name appears in a movement among the merchants of Boston, in 1655, to effect a reduction of the duty on malt. One of the petitions pre-
sented to the general court appears to have been drawn up by him, at least
it is in his handwriting.

Thomas Broughton

— Drake's Hist. Boston, pp. 332, 336, 341; Dearborn's Boston Notions.

bold, who joined with Leader to secure the payment of £1,378 sterling, according to the contract with Broughton dated on the 9th of February, 1656-7.

Broughton, by bills of exchange, paid according to contract one half of the purchase-money, and gave orders for the payment of the other half, and was possessed of the Island. But owing to embarrassments, on the 19th of April, 1659, he made a deed of trust, conveying the Island, being a thousand acres of upland and meadow, together with one half of the house and lands at Center Haven, in Boston, then in possession of Broughton and William Osborne, to Henry Shrimpton and Richard Cooke of Boston, and Walter Price of Salem, merchants, his creditors, to the amount of £4,000 sterling due them; trusting that the trustees, after satisfying themselves for the above sum, would pay £4,000 more to Anthony Stoddard, John Checkly, and the other creditors of Broughton.¹ Henry Shrimpton declined this trust (23d June, 1659),² as Thomas Broughton and William Osborne had previously given to Walter Price full possession of Center Haven and Noddle's Island. On the 28th October, 1662, Richard Cooke and Walter Price, as assignees of Broughton, commenced a suit against Richard Newbold for withholding about £850 sterling, and interest for the same for several years. A verdict was given for the plaintiffs for £1,048 12s. 6d. sterling, and costs. The suit was commenced on the 13th of September, 1662, and the execution, which was issued on the 31st of March, 1663, was served and extended on Noddle's Island as the possession of Newbold. The property was appraised by Mr. John Wiswall and Capt. William Hudson, and the whole Island, according to the appraisement under the execution, at £1,300, was delivered to Richard Cooke for the value of £1,057 6s. 10d., reserving out of the Island one hundred and seventy acres as belonging to Newbold, beginning at the furthest end easterly by Hogg island, and taking up the whole marsh there, and then so much upland next adjoining from sea to sea, north and south, as remained after the court's judgment had been satisfied.

¹ Suffolk Deeds, lib. 3, fol. 228.

² Lib. 3, fol. 248.

Richard Cooke, on the 4th of August, 1664, in consideration of full payment made and secured, sold to Sir Thomas Temple, then a resident of Boston, all his right and claim to the Island, by virtue of the court's judgment and execution, the 170 acres reserved to Newbold being excepted.¹ Immediate possession was given to Temple, who, wishing to own the whole Island, purchased, on the 5th of October, 1667, of Tobias Payne, of Boston, merchant, attorney of Richard Newbold, all of Newbold's interest,² paying therefor £700 sterling, as the witnessed receipt showed. The payment was also acknowledged by Newbold's letter of procuration, dated at Barbadoes on the 5th of October, 1667, before John Leverett, assistant. Thus the whole Island came into the possession of Sir Thomas Temple.

The various changes in the ownership of the Island, from its purchase by Burch to the time of its sale to Temple, have been given as fully as the records authorize. The terms of some of these transfers would perhaps be better understood if we had the original contract for Broughton's purchase, which is referred to in the purchase by Leader and Newbold.

Making it a principle to investigate as far as possible the history of all those who have at any time been connected with the Island, the writer has found some interesting facts relative to the Temple family, different members of which were connected with Noddle's Island both by ownership and tenancy.

Sir Thomas Temple, who, we have just seen, bought the Island, first came to New England in 1657, having, with others, obtained from Oliver Cromwell a grant of lands in Acadie, or Nova Scotia, of which he was made governor. He was recommended by Nathaniel Fiennes, son of Lord Say. Fiennes calls him his near kinsman.³ He was a man of position in society, and of generous public spirit. In 1672, he gave £100 towards rebuilding Harvard College, which was one eighth of the whole sum contributed by the inhabitants of Boston. Dr. Increase Mather said of him, he was "as true a gentleman as ever sat foot on American soil." An excellent anecdote is told of him, which, while it shows his station in society, well illustrates one

¹ Suffolk Deeds, lib. 4, fol. 210.

² Ib. lib. 5, fol. 389.

³ Hutchinson, Vol. I. p. 206, note.

phase in his character. While on a visit to London, he was presented to Charles II., and was permitted to kiss his majesty's hand. The king discoursed with him on the state of affairs in Massachusetts, and, among other things, he said the colonies had invaded his right by coining money. Sir Thomas Temple replied, that they thought it no crime to make money for their own use, and, taking some of our coin from his pocket, presented it to the king. This coin had the pine tree on it. Perceiving the tree on one of the pieces, King Charles inquired what kind of a tree it was. "*The royal oak,*" said Temple, "*which protected your majesty's life.*"¹ This shrewd answer brought the king into good-humor, and induced him to listen favorably to what the governor had to say relative to the colonies.²

The family of Sir Thomas Temple derives its surname from the manor of Temple, Leicester county, and its descent from Leofric, Earl of Chester, who lived in the reign of Edward the Confessor. From this Earl of Chester descended Peter Temple, Esq., father of Sir John Temple, whose eldest son was Sir Thomas Temple, the first baronet, who had a son Sir John, who was father to Sir Thomas Temple, knight, governor of Nova Scotia, and the owner of Noddle's Island. He died, without issue, March 27, 1674. His elder brother, Sir Purbeck Temple, was the father of Thomas Temple, whose eldest son was Robert Temple, owner of Ten Hills, Charlestown, Mass., and also a tenant of Noddle's Island. His second son, Sir John Temple, was born in 1731, and, on the 20th of January, 1767, married Elizabeth, daughter of the Hon. James Bowdoin, subsequently governor of Massachusetts. They had a daughter, Elizabeth Bowdoin Temple, who married, in 1786, Thomas Lindall Winthrop, Esq., afterward lieutenant-governor of Massachusetts.

¹ This ingenious and complimentary reply referred to the well-known incident in the life of Charles, when, totally defeated at Worcester by the superior valor of Cromwell, he escaped capture by concealing himself in the branches of an oak in Boscobel wood. From the tree he saw his enemies in full pursuit of him, and, after the danger had passed, he descended and made his escape.

² Felt's Mass. Currency, p. 38.

Sir John Temple, according to the tradition of the family, was born on Noddle's Island at the time his father was its tenant.¹ He was the first consul-general from England to the United States after the peace of 1783, — having been appointed in the spring of 1785, — and Great Britain, for some years, having no minister to this country, he was the medium of communication from that government to our own. He died in New York, and a tablet to his memory, in the chancel of St. Paul's church in that city, has the following inscription: —

“Sacred to the Memory of Sir John Temple, Baronet, Consul-General to the United States of America from his Britannic Majesty, — the first appointment to this country after its Independence.

“Died in the city of New York, November 17th, 1798, aged 67.”

His father, who was a loyalist, died in England, whither he had removed with his family.²

The Island did not long remain in Sir Thomas Temple's possession; in 1670 it passed into the hands of Col. Samuel Shrimpton. On the 30th of November of that year, Col. Shrimpton, then of Boston, with whose history and family the reader will become familiar, bought of Sir Thomas Temple all that “continent of land,” as it was called in the deed, named Noddle's Island, paying therefor £6,000. From this date the title of the Island is traced down through an uninterrupted line of family ownership, to its purchase by the East Boston Company, more than 160 years after.

¹ “Sir John's birth was within the period of his father's being a tenant of Noddle's Island, and it was always a family tradition that he was born there.” — Hon. Robert C. Winthrop, in a letter to the author.

² Burke's Peerage, Sabine's Loyalists, Genealogies.





Samuel Shrimpton

From an original portrait

CHAPTER IX.

SAMUEL SHRIMPTON; HIS PERSONAL AND POLITICAL HISTORY.

WITH the purchase of Noddle's Island by Samuel Shrimpton, 1670, its interests became linked with those of the Shrimpton family; a family possessed of much more than ordinary vigor of mind and character, and comprising in its different connections men of enterprise, patriotic feeling, public spirit, and high official position. In order to make the account more complete, and consequently more satisfactory, we will go back a few years, and state some of the antecedents of a name with which we shall become familiar.

Henry Shrimpton, the father of the first owner in fee-simple of Noddle's Island, was admitted an inhabitant of Boston in 1639, and became a member of the first church there, on the 15th of September of the same year. He received a grant of land at Mount Wollaston (Quincy) for three heads, on the 27th of January, 1640. From this, it is presumed that his family then consisted of three persons.

A few years later, he bought property in Boston, as appears from the Book of Possessions in the city clerk's office, p. 118.

"28^d. 7^{mo}. (Sept.) 1646. Anth. Stoddard and Jno. Leverit sold H. Shrimpton, brazier, dwell-h. and garden, the Water-st. S., the New-st. E., Mr. Jno. Wilson (pastor of the church), W., Jno. Parker N., by deed 9^d. 5^{mo}. (July) 1646. Ackn. 26^d. 7^{mo}. (Sept.) 1646, bef. Jno. Winthrop, Gov."

He was a man honorable in his dealings, and every way worthy of confidence. This is well illustrated in an instance of reliance placed in him by the Narraganset Indians.

It seems that in June, 1646, the Narragansets owed the English, in the Indian currency, thirteen hundred fathoms of

wampum. Of this debt, which at 5s. 7½*d.* a fathom amounted to £366 3s. 4*d.*, the Indians had paid only fifteen fathoms, valued at £4 4s. 6*d.*, and when the time of payment expired, they had nothing with which to pay the balance then due (£361 18s. 10*d.*), except two hundred and eighty-five pounds of old brass kettles. They offered this to their creditors, but it was indignantly refused, and the Narragansets were sharply rebuked for breaking their agreement, both in their payments and in other matters. "Whereupon they went to Mr. Henry Shrimpton, and sold him their old kettles for what he would give; and, to show the English that their honesty was as real as their poverty, left the amount in his hands for them, until they were able to bring an additional sum, that might be worthy of the notice of their creditors."¹ This incident shows the confidence they placed in his integrity, as well as their own sense of honorable dealing. Well may we, who pride ourselves on our Christian virtues, learn here a wholesome lesson from untutored Indians, and give them credit for traits of character which are too rare among their "pale-faced" conquerors.

Little is known of Mr. Shrimpton's early history. A few dates and a voluminous will comprise nearly every thing which has come down to us. It appears that he was twice married. By his first wife, Elinor ———, he had eleven children.² His

¹ Hazard's Records of the United Colonies; Drake's Book of the Indians, p. 135; Drake's Hist. of Boston, p. 299.

² The following is a list of the children of Henry Shrimpton: —

1. Elizabeth, baptized Oct. 3d, 1641, about ten days old; died Aug. 12th, 1659.
2. Samuel, with whom our history has more particular connection, baptized June 25th, 1643, twenty-six days old.
3. Mary, baptized Aug. 10th, 1645, thirteen days old.
4. John, baptized May 28th, 1648, six weeks old.
5. Sarah, born 1649, and married Eliakim Hutchinson.
6. Henry, born April 26th, 1653, and died young.
7. Mehitable, died 29th of July, 1657.
8. Jonathan, born Nov. 18th, 1656, died July 22d, 1657.
9. Abigail, born Jan. 3d, 1658.
10. Bethiah, born Jan. 30th, 1659, died July 2d, 1713.
11. Elizabeth, born April 10th, 1660.

second wife was Mary, who had been successively the widow of Capt. Thomas Hawkins and Capt. Robert Fenn.¹

Henry Shrimpton died in July, 1666. By his will, made on the 17th of that month and proved on the 11th of the following August, it appears that he left living a wife, Mary, and five of his children, namely, Samuel, Sarah, Abigail, Bethiah, and Elizabeth.²

The following are extracts from the will of Henry Shrimpton, in which, after leaving legacies to the children of his brother Edward, he says:—

“I give to my son, Samuel Shrimpton, £500, and my new dwelling house, & all the outhouses and woodyards belonging thereto, with all my tools for pewter and brass, with my warehouse situated in the lane,³ below the house of Capt. James Oliver. Also, I give him, my pasture in the North end of the town, situated between Goodman Bennett & Goodman Ber-

¹ She married Capt. Robert Fenn, 27th February, 1662.

² It is probable that one of these daughters was the “aged gentlewoman” whom the Rev. John Barnard of Marblehead mentions as having met in England in 1709, in a church near Eltham, in Kent, where he was then preaching.—Mass. Hist. Coll. 3d Series, Vol. V.

Says the reverend gentleman: “When I preached one morning by candle-light at Dr. Calamy’s, after the service was over, I was conducted into the vestry with three or four gentlemen to eat a piece of bread and butter and drink a glass of sack. While I was there, came in to us an aged gentlewoman (hearing I was of New England) to inquire after her brother, Col. Shrimpton, whom I knew well; and she brought a young lady (properly so called) with her, who was very pleasant with me. She asked me if all the people of my country were white, as she saw I was; for being styled in the general *West Indians*, she thought we were all black, as she supposed the Indians to be. She asked me how long I had been in the kingdom. When I told her a few months, she said she was surprised to think how I could learn their language in so little a time. ‘Methinks,’ said she, ‘you speak as plain English as I do.’ I told her all my country people being English spoke the same language I did. With many such like questions she diverted me.” Col. Shrimpton had been dead about twelve years when this inquiry was made, but she had not heard of it.

³ Shrimpton’s lane was changed to Royal Exchange lane in 1803, and to Exchange street in 1816, which latter name it still retains. This is “the paved lane by Mr. Shrimpton’s” which was “ordered to be laid open, and no more to be shut up,” on March 9th, 1657.

nard's, to him & his heirs, forever; but, in case he shall dye without heirs, then the said dwelling house, warehouse & pasture are to be sold & equally divided between my 4 daughters, Sarah, Abigail, Bethiah & Elizabeth; also to him, £1000, & to the 4 daughters, £1000 apiece. I do also give to my dau. Sarah, the house, formerly called States-armes, with all the outhouses, yards, stables & all the priviledges belonging thereto; to her and her heirs, forever: but if she shall die without heirs, then it shall be sold & divided equally between the brother & sisters, or their heirs that shall survive.

"I give to my dau. Abigail my garden and garden house, & all the appurtenances belonging thereto, & 300£ to build an house, to her and her heirs forever.

"To dau. Bethiah, £400, to buy her a piece of ground and to build her a house.

"To dau. Elizabeth, £400, for the same purpose."

Besides other legacies, Mr. Shrimpton gave £50 to the church of Boston, of which he was a member; and the same amount to the town of Boston, "provided they will give leave that I may be buried in the tombe wherein my former wife, Ellenor Shrimpton, was buried; otherwise I give nothing."

This request was acceded to, and the money was received by the town; for we find in the Town Records, Vol. II. p. 27, under date of Oct. 29, 1666, it was ordered, "that Mr. Henry Shrimpton's legacie of fifty pounds is to be layed out in the purchase of some land or house as may bring in some Annuall Rent. In the mean while, the fifty pound to be lett out to some able persone as may allow consideration for it." He also gave to his brother and sister Fletcher £20 apiece; to Mr. John Wilson, pastor, £10; Mr. Powell, ruling elder of the church, £10; and various smaller legacies to servants and friends.

Another legacy in Mr. Shrimpton's will furnishes evidence of the important fact in the history of Noddle's Island, as has been shown in Chapter V., that it was there that the first Baptist church held their meetings after they had been driven from the Puritan church in Charlestown, with which they had been associated.

The legacy is as follows:—

“To the Society of Christians that doth now Meet at Noddles Island, of w^{ch} is Gold & Osborn & the rest, £10, as a token of my love.”

This creditable act shows that Mr. Shrimpton was liberal and catholic in his views, and was independent of the party or sectarian spirit so characteristic of those times.

He appointed his brother, Edward Fletcher, Hezekiah Usher, Thomas Lake, and Peter Oliver as overseers of his will.¹

From the preceding, it is apparent that Mr. Shrimpton was a man of very large property for those times. His estate was appraised by Anthony Stoddard and others in July, 1666, at £11,979; and the inventory which was presented by his son Samuel, Feb. 6, 1666, occupied twelve folio pages on the probate records (lib. 5, fol. 15). The dwelling-house, yard, wood-house, and outhouses were valued at £500; the warehouse at £150; the pasture at the north end of the town at £80; and the house called the State Arms, with the outhouses and lands, at £400, etc.

The State Arms, previous to its purchase by Mr. Shrimpton, had been a noted tavern, and was situated in King (now State) street, at the corner of Shrimpton's lane. It was “the Ordinary, where the Magistrates used to diet.” The marks of the timbers of the old building on the adjoining wall were recently exposed to view by the pulling down of the Columbian Bank, which stood on the spot. The land covered by this building was lately sold to the proprietors of the Merchants Bank for its extension to Exchange street, at about eighty dollars per square foot, being the highest price which has ever been paid for land in the city of Boston. From the fact that Mr. Shrimpton, in his will, dated in 1666, only thirty-six years after the settlement of Boston, speaks of this house as “formerly called the States Armes,” we infer it was one of the first buildings erected in the city.

SAMUEL SHRIMPTON, son of Henry Shrimpton, was born in

¹ Jonathan Shrimpton, of Boston, member of the An. & Hon. Artillery Co., 1665, was probably a brother of Henry Shrimpton. — Hist. An. & Hon. Artillery Co., p. 176.

Boston in 1643,¹ and was the principal legatee of his father's property. A lithographic likeness of him, from an original portrait, faces the opening of this chapter. Following in the beaten track of his father, in early life he pursued the occupation of a brazier, and in his first conveyance of real estate, in 1667, he is so denominated. In after deeds, however, he is styled "a merchant," having risen, like many other Boston mechanics, by the strength of his own mind and character, to be a business man of eminence and property, and one of the largest landholders of his time. He acted an important part in the political history of the times in which he lived, and was one of the few men who, although one of the councillors, and having pecuniary inducements to favor the authorities, from the first dared to resist the usurpations of Sir Edmund Andros.

Entering now with more particularity into the history of the title of the Island, we find that on the 30th of November, 1670, Sir Thomas Temple, then a resident of Boston, and owner of Noddle's Island, for the consideration of £6,000, one half of which was to be paid in New England money by Samuel Shrimpton of Boston, merchant, and the other £3,000 secured by deed of same date, conveyed to said Samuel Shrimpton and his heirs for ever, all the above-mentioned Island, or "continent of land," as it was called in the deed, with all rights, members, etc., containing, by estimation or common account, one thousand acres more or less, with all the woods, underwoods, water ponds, watercourses, etc., thereto belonging.²

It has already been mentioned, that Mr. Shrimpton was a large landholder and a man of property; this is verified by a letter to the writer from that excellent authority, N. I. Bowditch, in which he says, "I have no doubt that Col. Shrimpton was one of the first and wealthiest of our citizens in his day." His real estate, besides Noddle's Island, the subject-matter of our history, consisted in part of the State Arms in King street; the land whereon the State house stands, and the land north of it, upon a part of which the water reservoir is built, comprising

¹ He was born on the 31st of May, 1643; at least, the record states that he was baptized on the 25th of June, 1643, when he was twenty-six days old.

² Suffolk Deeds, lib. 12, fol. 163.

nearly all Beacon hill, excepting six rods square upon the apex of the hill, where the beacon was erected, and the highway leading to it; land bounding on Frog lane and Common street, at the South End, so called at that time, upon a part of which the Winthrop House is erected; Newdigate's farm of four hundred acres, near Chelsea meeting-house; a strip of land of eight acres in Dorchester, since called the Yeamans lot; several estates in Boston; he was a reputed projector and proprietor in part of a line of salt wharves extending from Lewis's wharf to the South Battery, and under the title to these, T and India wharves are held; he was the reputed owner of Hancock wharf; one of the six proprietors of Muddy brook, now Brookline, and then called Boston hog pasture. He also stocked Deer island as lessee; and it was in reference to this property that the celebrated controversy between him and Sir Edmund Andros arose, in which he successfully resisted, under the old charter, the efforts of the crown to obtain absolute possession of that island.¹

Mr. Shrimpton sometimes speculated in Indian titles, and was proprietor of a twentieth part of a grant from Wanalanset in 1685. This lay upon the Merrimack river, and was sixty miles long and twelve miles wide upon each side. A retrospective view of the territory covered by this grant would comprehend the flourishing manufacturing towns of Lawrence, Lowell, Nashua, Manchester, etc.; but, like many other Indian grants, this never amounted to any thing. Yet he thought so much of it, that in his will he made a special devise of it to his wife, for the use of his son's wife, whose daughter married John Yeamans, a successor of Samuel Shrimpton in the ownership of Noddle's Island.

The history of the land on Beacon hill is derived from articles furnished for the Transcript in 1855 by "Gleaner," N. I. Bowditch, Esq., the erudite counsellor, whose name is authority in all such matters. His account of this land, which will

¹ His public spirit, and his extended possessions and improvements, remind us of the late Amos Cotting, Esq., to whom the city of Boston is so much indebted for numerous works of public benefit and utility.

be implicitly relied upon by all who know the accuracy with which he prosecutes his researches, is as follows:—

“We have disposed of $5\frac{3}{4}$ acres of Robert Turner’s land. There remain $1\frac{3}{4}$ acres more—being Beacon hill itself with the monument. This lot now measures south, on Mount Vernon street, about 284 feet; west, by a line 19 feet east of Hancock street, 287 feet; northerly, in rear, on narrow strips of land separating the premises from Derne street, 244 feet; and east, on land of D. D. Rogers.

“John Turner was one of the devisees of his father, Robert, and had acquired portions by deeds from the executrix, etc. He, in 1673, sells to Samuel Shrimpton (8 f. 329) a small slip of land, in breadth, 23 feet front, bounded on the Common, south, and in length, 180 feet, bounded on said Samuel, west, and on the way leading up from the Training field to Centry hill, on the east side, and running from the east corner in front, on a north line, 182 feet. This is a gore of the State House estate, bounded east on the highway to the monument, i. e., Mount Vernon street. John Turner died, 1681, and his executors, as we have seen, sold two acres east of said Mount Vernon street, or the monument highway, to George Monk, in 1681. On the same day, they sold to said Shrimpton (12 f. 353) ‘all that land upon and by the side of Beacon hill, bounded on said Shrimpton, and on Elizabeth Cooke, widow, or Humphrey Davie and others, on several points and quarters, reserving unto the town of Boston their privilege and interest on the top of said hill, and passage from the Common thereto.’

“Col. Samuel Shrimpton thus acquired all Beacon hill and a gore of the State House lot, the deed of said gore bounding on the residue of said State House lot, and already his. Besides these estates and Noddle’s Island, he owned the Union Bank building,¹ and, from that circumstance, Exchange street was, for many years, known as Shrimpton’s Lane. He was decidedly one of the greatest men of his day. He died, and by will, proved February 17, 1697-8, devised to his wife Elizabeth, for

¹ This is a mistake; he owned on the *other side* of the lane, the site of the *Merchants Bank*.

life, the residue of his estate, with power to dispose thereof among her relations by deed or will. She married Simeon Stoddard, and died 1713, devising to her grand-daughter, Elizabeth Shrimpton, various other estates for life, remainder to her heirs in tail, etc. Her inventory appraises 'the pasture joining to Beacon hill, £150.' (Decidedly cheap for the State house lot and about two acres north of it!) Elizabeth Shrimpton married John Yeamans, and died, leaving an only child, Shute Shrimpton Yeamans, who, in 1742, becoming of age, barred the entail (L. 66, f. 274-272), and vested the fee in his father. The deeds, besides mentioning the particular estates, devised in tail, included '*all* the lands, etc., in Boston, Rumney marsh, or elsewhere, of which Mrs. Yeamans was tenant in tail by force of said will.'

"John Yeamans dying, the estates became again his son's, who, in 1752, conveyed to Thomas Hancock (81, f. 168) 'a piece of land near Beacon hill, containing two acres, late the estate of my great-grandfather, Samuel Shrimpton, bounded south, on the Common, west, on said Thomas Hancock, in part, and in part on Common land; then turns, and is bounded north, on Common land; then west, on Common land; then north, on Common land; then east, on the street or highway leading from the Common to Beacon hill.' Now there were about 75,000 feet of land, or nearly two acres, in the State House lot, and the above description evidently proceeds upon the erroneous idea, that the Common lands of the town included nearly all Beacon hill. But we have seen the old deed of 1670 to John Turner, by which the town right is limited to six rods square, and the highway leading to it. And from the selectmen's minutes of January 17, 1753, we find that on petition of Thomas Hancock an investigation was had of the town's rights, which were then, also, in like manner, limited to the six rods square, and the thirty feet highway.

"The result is that Thomas Hancock thus obtained all Beacon hill one hundred years ago, without paying one cent for it, and he and those coming after him retained possession by pasturing cows there. These ruminating animals, while quietly chewing the cud in that splendid cattle field (where, by the way, they must have been the observed of all the observers),

also, *silently eat out the inheritance of poor Shute Shrimpton Yeamans and his heirs.* One of these very heirs, an high officer of the Commonwealth (Gen. Wm. H. Sumner), as he looked at them, year after year, from the State House windows, was probably wholly unconscious that they were feeding at his expense. The language of the deed of Hancock seeming to recognize the ownership of the hill by the town, it became the subject of protracted litigation, in which the inhabitants were at last defeated; and while the Hancock heirs and the town were quarrelling for what belonged to neither of them, the true owners were placidly looking on in a blissful state of ignorance.”¹

Not so fast, Mr. Gleaner. Although remarkably accurate in the records of estates, their divisions and subdivisions, their owners and whole history, and one to whose patient research and rare exactness the present and future generations are so much indebted, yet, for the sake of giving effect to an amusing story, in the words of the poet, your

“*timés* are sadly out of joint.”

General Sumner did not occupy rooms at the State house until long after the action between Hancock and the town; and, instead of being idle or ignorant in the matter, he commenced an action against Mr. Hancock for this very land. When a junior member of Suffolk bar, being in court while the suit between Hancock and the town was in process, the family names of Shrimpton and Yeamans caught his ear. Finding that the title to the land was claimed by length of possession, and hearing Mr. Howe, the rope-maker, testify, in order to prove the length of possession, that Gov. Hancock pastured his horses on Beacon hill, the writer examined the records, and ascertained, so far as to induce him to investigate the subject, that the property belonged to his own ancestors, who, by the testimony of the witnesses of both the litigants in the case in controversy who claimed against the rightful owners, had never conveyed it. This was a short time after the passage of the statute limiting writs of right to forty years, instead of sixty, and which forty

¹ Boston Transcript, Sept. 13, 1855.

years of an adverse possession in this case were about expiring. The writer immediately went out to Roxbury to see Mr. Greenough, who was the largest proprietor of the estate, and who was consulted in all dispositions made of it, and told him his impressions; that an examination of the records had satisfied him that the property was theirs under the will of Shute Shrimpton Yeamans; and that the right to claim would soon be lost under the new statute. They conferred together at different times, until the writer saw that if a writ of right was not immediately brought, the land would pass. The writ was brought, and the writer asked Mr. Greenough, "Do you approve of this course?" He replied, "I do not want to be plagued with it." To this it was answered, "It seems to me there is little doubt that we can substantiate the claim, and to prevent the operation of the statute from coming into effect, I have commenced an action." Mr. Greenough declined doing any thing in the matter, and advanced many objections. He said that the descent all the way down would have to be proved; that Shute Shrimpton Yeamans married Miss Gunthorp in the West Indies; that she was a Swede, and it would be difficult to prove his marriage, the number, birth, and death of his sons, and it would perhaps be necessary to go to Sweden; that great difficulty had already been experienced in proving that part of the estate in the West Indies; and that the whole matter would be attended with so much vexation, he did not wish to have any thing to do with it.

The writer's mother owning but one third of the estate, he did not wish to take the responsibility of the suit alone, and consequently discontinued the action upon the payment of costs.

Small things are an excellent index to a man's character, and often show the general disposition with more truth than matters of greater importance. It will be remembered, to the credit of Mr. Shrimpton, that, in 1675, he allowed the general court to quarter one hundred Indians upon the Island free of charge. The same year also five Christian Indian prisoners were ordered to be delivered to Mr. Shrimpton, to be employed on

Noddle's Island; "he returning them to the order of the council."

Judge Washburn, in his *Judicial History of Massachusetts* (p. 124), reports Col. Shrimpton and some others as once having what would now be termed a "high time," and that they rode into Boston from Roxbury at the unseasonable hour of "nine o'clock or past, singing as they came," etc. It is possible that such may have been the case, but family papers and kindred documents in the possession of the writer furnish no evidence to sustain such a charge against him. On the contrary, every thing we know of him in his public or private capacity is to his credit, as an honored magistrate, gentleman, and Christian. He was a member of the first church in Boston, having united with it on the seventh of May, 1673. The Rev. Samuel Sewall (of Burlington, Mass.), the present possessor of "*Sewall's Diary*," in a letter to the writer noticing this entry in the "*Diary*," says:—

"As Judge Sewall does not here profess to have been an eye-witness of the above revelry, but probably had his account of it by report from others, and as he nowhere gives the result of the judicial inquiry into it before some justice, whom he does not name, on the Wednesday morning following, it is very possible that upon examination it was proved that Col. Shrimpton was, if at all, far less criminally concerned in it than others who were with him."

In the grant of Noddle's Island to Samuel Maverick, there were certain conditions to be complied with; to wit, the paying "yearly to the Governor for the time being, either a fat wether, a fat hog, or forty shillings in money, and giving a right to the inhabitants of Boston and Charlestown to fetch wood from the southerly part of the Island as their need required."

These conditions had been in force about fifty years, and Mr. Shrimpton had complied with them during the twelve years he had now been in possession of the Island. But in 1682, in answer to a petition to that effect, he was freed from them by the payment of thirty pounds sterling. His petition, and the answer of the court, are as follows:—

" To the Hon^{orable} Generall Court Assembled in Boston 7th February A^o 1682.

" The Petition of Samuel Shrimpton

" Humbly sheweth

" That Whereas vpon the grant of Noddles Island in the yeare 1633 vnto Mr. Samuel Mauericke to enjoy to him & his heires for euer (which said Island is now by purchase become the propriety of your Petitioner) he and they being to yeild and pay yearely at the Generall Court to the Governo^r for the time being either a fat weather a fatt hogg or forty shillings money, which hath hitherto been Complied with: But forasmuch as there may very great damage & Inconuenience happen to your Petitioner and his heires by hauing the said Island lye vnder the obligation of a yearely acknowledgment, and will be of no benefit or advantage to the publique which doth not exceed ten shillings at most Anned if your Petitioner please it being in his choice to pay either the fat weather Fat hogg or forty shillings.

" Wherefore he humbly prayeth

" That you would please to take of and release the said yearely payment and to accept a smale sune of money in leiu thereof, as may be Judged Answerable to such an acknowledgment, which your Petitioner will readily pay to such use as this Honnoured shall please to direct.

" And as in duty bound he shall humbly pray," etc.

" In answer to the petition of Mr. Samuel Shrimpton for the release of the quitt-rent & incumbrance upon Nodles Island, in the payment of forty shillings or otherwise annually, as in the said petition is expressed, this Court hath consented, & doe hereby for euer release & set ffree the said island from the said duty & payment, or what euer other incumbrance the said island and lands thereof is by the said grant chardged with; and that the same be holden by the said Samuel Shrimpton, his heirs and assignes, for euer in ffee, wthout any incumbrance whatsoever, vpon no other condition but the payment of thirty pounds money sterling of England to Joseph Dudley & John Richards, Esqrs., our agents in England, or either of them; and their receipt, wth copy of this grant, to be his discharge accordingly." ¹

¹ Archives, lib. 45, fol. 186; Mass. Records, Vol. V. p. 413.

Mr. Shrimpton complied with these terms, and, by the payment of the £30 required, became the *first person who owned Noddle's Island free from all the incumbrances of the original grant*, and thus held it an indefeasible estate in fee-simple.

In 1685-6, there were matters of difference between Mr.

Peter Sargeant

Shrimpton and Mr. Peter Sargeant;¹ the causes and particulars of which are not manifest from the

records. These were times of great political excitement in the colony, caused by the repeated changes in the ministry, and the consequent changes in the colonial laws and officers. Mr. Shrimpton was a leading man in the province, and, with his love of religious and civil liberty, it was naturally to be expected that he would come in collision with the arbitrary authorities of his time, and this was the case in more than one instance.

In 1686, among the last causes which came before the court of assistants, in an indictment brought against Mr. Shrimpton, it was alleged, "that he, at the county court sitting in Boston on the 22d of March last, in a tumultuous, violent, and seditious manner, and with a loud voice, and in open court, did say that he was brought there by Mr. Sargeant's order, and not by the court, and that he denied any such thing in being as governor and company of this colony, and that he stood there to testify it, and denied their power, and that they might send him to prison if they pleased; which words in the same manner he repeated, and sundry other seditious words and expressions, as by the evidence will and may appear, thereby defaming the general court and the county court, and caused such a turmoil in the court as evidently tended to the high breach of his Majesty's government," etc.

He was arrested upon this indictment; but, from the changes which soon took place in the government, no trial was ever had of the case.

He was afterward, in 1687, one of the judges of the superior

¹ Mr. Sargeant was afterward one of the judges of the special court of Oyer and Terminer, for the trial of witches, in 1692.

court. The bench was filled by Joseph Dudley, chief justice, William Stoughton, Simon Lynde, Samuel Shrimpton, Charles Lidget, associates. The relative rank which was held by these distinguished persons may be ascertained from the manner in which they were seated on the bench, and which is thus stated in Sewall's Diary: "1687, April, Tuesday 26, Court sits, President (Dudley, Chief Justice) in y^e Governor's Seat; Mr. Stoughton at his right hand, Col. Shrimpton next him; Mr. Lynde at his left hand, Major Lidget next him." In the same year, by the same reliable authority, we find him officiating as judge at the court of quarter-sessions. Says the Diary: "1687, June 8. This day the Quarter Sessions is held at Boston, Col. Shrimpton, Judge. . . . Judge Shrimpton sat in the Governor's seat."

Thus it appears that the son of a mechanic, and himself also one of the number, by his own exertions and by the exercise of those qualities implanted in him by nature, rose to be a man of distinction, and to occupy the governor's seat in his official capacity as judge.

Upon the accession of James II. to the throne, in 1685, proclamations were issued to be published in New England, and letters from those high in authority were sent to gentlemen of distinction in the colony, ordering them to "proclaim y^e King."¹ It is supposed that "this was done lest y^e Government should have neglected to doe it." Mr. Blaithwait wrote to the governor, recommending the proclaiming of King James, and "advising that it would be best early to doe it," but insultingly told him, he did not write as to *a government*, the charter *being vacated*. This same question respecting the charter was, a few years later, one of the principal causes of the overthrow of Governor Andros, and in which Col. Shrimpton was a prominent actor.

Among the men to whom letters were written to "proclaim y^e King," was "*Saml Shrimpton, Esqr.*," an incidental fact showing his public character and position.

The vessel bringing these "orders to the several colonies"

¹ Hutchinson's Hist. Mass. Bay; Sewall's Diary; Drake's Hist. Boston, etc.

arrived at Boston, April 16, 1685, and the proclamation was made, with great ceremony, on the 20th of the same month.

Owners of land in Boston and vicinity had much to apprehend, as the charter was declared to be "vacated," and they had serious forebodings as to the character of the government which was to be put upon them.

It is not necessary, nor would it be advisable, to enter upon the questions concerning the charters, as it would only be entering upon a long course of litigation, which is scarcely ended at the present time. The original grantors of land in the "New World" appear to have had no idea of the position or extent of the various tracts which they granted to companies and individuals; and north, east, south, and west were most strangely confounded, and the royal charters give us amusing instances of the then ideas in respect to North American geography. The charter given to one company would thus overlap the one given to some other company or individual, and conflicting claims to the same land would arise, both parties contending that their respective charters secured to them the contested land, and in this opinion both parties were not unfrequently right.

"Indeed," says Dr. Baird, "considering the descriptions contained in their charters, it is marvellous that the colonies should ever have ascertained their boundaries. Looking at the charter of Massachusetts, for example, and comparing it with that State as laid down on our maps, we are amazed to think by what possible ingenuity it should have obtained its existing boundaries, especially that on the north-east. Still more confounding does it seem, that Massachusetts should have successfully claimed the territory of Maine, and yet have had to relinquish that of New Hampshire."¹

The difficulties arising from the incorrect laying down of boundaries were many and great, and have even extended to our own time, being a prolific source of lawsuits and contentions.

It was also as difficult to ascertain what powers and civil and

¹ Religion in America, by Robert Baird, p. 58. The ninth chapter of this able work has much interesting matter pertaining to the early charters.

religious liberties were granted under the charters, as it was to determine the just limits of their land jurisdiction.

The many adverse claims to land, each claim apparently well supported by charter and special grant, gave rise to many and grievous disputes, and great care and prudence was necessary in adjusting these troubles. The royal commissioners of whom Maverick was one, were appointed to hear and determine all matters of complaint between the colonies, as has already been shown in the appropriate place (Chap. VI.). Their duties included the settlement of all disputes relative to titles of land, but their actions were so interpreted and impeded by the colonial government, that little was accomplished, and important points were left unsettled. For instance, Rhode Island and Connecticut both laid claim to the "Narraganset country;" Carr, Cartwright, and Maverick had been on the ground, and passed orders (without Nichols, who was always to constitute one of the quorum), and had taken the disputed territory from both colonies until the king's pleasure should be known. When this came to the knowledge of Nichols, he reversed the orders, and declared them null and void. Time passed on, and the question was undecided. The king was addressed by the interested parties, agents were sent across the water, and the dispute became complex, the papers voluminous, and the whole subject unpleasant, and one that was gradually assuming a real importance to the welfare of the colonies.

In order to settle this controversy, Charles II., on the 17th of April, 1683, the thirty-fifth year of his reign, appointed a board of commissioners, consisting of Edward Cranfield, Esq., lieutenant-governor and commander-in-chief of New Hampshire, William Stoughton, Joseph Dudley, Edward Randolph, *Samuel Shrimpton*, John Fitz Winthrop, Edward Palmer, John Pynchon, and Nathaniel Saltonstall, Esquires. Any three of these, Cranfield or Randolph being of the number, should constitute a quorum; and their duties were to inquire into the claims and titles of his majesty, or any persons or corporations, to the jurisdiction or propriety of soil to the king's province or Narragansett country. The commissioners convened on the 22d of August at the house of Richard Smith (in Rochester, Narragansett country), and again at Boston on the 3d of September.

A long and minute report was made, which, after a critical exposition of the whole subject, declared that the province belonged to Connecticut; and that the propriety of soil, as derived from Winthrop and Major Atherton, was vested in the heirs and assigns of Winthrop, etc. This report was made on the 20th of October, 1683, and signed by Edward Cranfield, William Stoughton, *Samuel Shrimpton*, John Pynchon, Jr., and Nathaniel Saltonstall.¹

The appointment of Shrimpton on this important commission is good evidence of the trust and confidence reposed in him as a public man, and officer of the king. He appears often in responsible stations, and in positions where eminent abilities are required to insure success.

In the Massachusetts Records, we find the general court recognizing his public services on a particular occasion in a very complimentary manner. The record reads as follows: —

“1685, July 8. — The Court, being sencible of y^e good service donne for the country by Joseph Dudley, Esq. and Mr. Samuel Shrimpton, in their late journey to New York, doe order that their expenses and disbursements in sd journey be by the country Treasurer dischargd, & that the thankes of this Court be returned to the sajd gen^{tn} for their great pajnes & good service; and as a further testimony of our respect & acceptance of the services of the sajd gen^{tn}, doe order the Treasurer to pay unto Mr. Dudley twenty pounds in money, & to Mr. Samuel Shrimpton, tenn pounds in money, out of the first country money in his hands.”²

The particular business upon which Mr. Dudley and Mr. Shrimpton were engaged does not fully appear; but that it was a matter of importance is evident from the character of the men engaged in it, and the mention made of it by the legislature. As this was at a time when the question of surrendering the charter was being agitated, and the titles to lands were imperilled, it is more than probable that the mission upon which they were sent was upon this subject; this seems the more likely, as Mr. Dudley had just returned from his agency in England; and both he and Colonel Shrimpton had experience in

¹ Mass. Hist. Coll. Vol. V. p. 232, etc.

² Vol. V. p. 490.

land questions. Mr. Dudley is the same who was appointed to the government of New England in April, 1685. At the time of this appointment, Randolph warmly espoused the interest of Dudley, and, in letters to Colonel Shrimpton, expresses the highest confidence in his merit, loyalty, and ability. Dudley, however, soon grew cool towards Randolph, who, in turn, was as active in vilifying him as he had been before in praising him.¹ Dudley had been previously associated with Mr. Shrimpton in the settlement of the difficulties respecting the "Narraganset country," and this subsequent connection in public affairs shows that their services were satisfactory, and that the two men must have been upon intimate terms.

Immediately on the accession of James, a plan had been arranged for procuring the surrender of all the patents of the New England colonies, and for dividing the whole northern part of America into twelve provinces, with a governor-general over the whole. This plan had for its object the consolidation of power in the person of the king, and was probably devised by his ambitious and unprincipled advisers, and was of such a nature as to please James, who was a narrow-minded and unjust monarch. The plan, however, failed in its full execution, but the particulars do not come within the design of our book.

Sir Edmund Andros was appointed the first governor-general, and was a fit tool to carry into effect the designs of his royal master. He landed in Boston on the 19th of December, 1686, was escorted by "sixty red coats" to Mr. Gibb's house on Fort Hill, and immediately assumed the government.



The better to accomplish his purposes, and to centralize the government as much as possible, Andros called about him men of influence in the colony, and those of different political preferences. He may have been influenced in this selection by a desire first to conciliate the colonists, and in this way take advantage of their good-will, and perhaps he thought that the men thus chosen to office and taken into his favor, would, for

¹ Hutchinson, Vol. I. pp. 341, 351.

that reason, stand by him under any and all circumstances. Samuel Shrimpton was then a prominent person in the colony, a man of property, of character and influence; he had recently been before the public as one of the royal commissioners on the contested land question, was known to the public as a magistrate having sat upon the bench, and was a man whose goodwill and services it would be desirable to secure. Early in the following year (March, 1687), Andros gave him a commission as lieutenant-colonel in the militia. He was also appointed one of the governor's council,¹ an appointment which shows his position in the colony, and the estimation in which he was held by the ministry.

At the commencement of his administration, Andros made great professions of regard for the public good; and,

"So smooth he daubed his vice with shew of virtue,"

that the colony took great encouragement, and from so favorable a beginning began to hope for a good administration. But

—"one may smile, and smile, and be a villain;"

and his fair promises were soon broken, and the hopes of the people were destroyed; for in a short time he assumed great dignity and authority, and commenced a series of measures of a most tyrannical character. As an instance of this, he went, in October of this year (1687), to Hartford with a company of soldiers, when the assembly was in session, and demanded the surrender of their charter. Here he was received with great respect, and the subject was discussed until evening. The charter was then brought forward and placed upon the table around which the members were sitting. Andros was about to seize it, when the lights were extinguished. At this moment a loud huzza was made by the concourse of people outside, and many persons rushed in. When the candles were relighted, the charter was not to be found, and no one could give any account of

¹ See Instructions to Andros in N. Y. Col. Hist. Vol. III. p. 543; Sewall's Diary; Hutchinson, Vol. I. p. 354, note. Hutchinson does not appear to have examined the commission or instructions to Andros, as his note referred to shows.

it. Capt. Wadsworth, of Hartford, had seized and concealed it in the hollow trunk of an oak tree, which, from that circumstance, took the name of the "Charter Oak." This tree, the protector of the liberties of the colony, lived to a green old age, notwithstanding storm and time, until, having seen the colony whose charter it so safely guarded grown into a powerful republic and a component part of a mighty nation, it bowed its head to the blast, on the 21st of August, 1856. Thus Andros failed in the object of his visit, and the colony retained their charter, which remained in full force after the overthrow of the unpopular and unjust governor.

Col. Shrimpton, in his official capacity of councillor, soon made manifest his opposition to the tyrannical acts commenced by Andros; and in this opposition he was supported by other members of the council. Most of them preferred the old form of government.¹ An extract from a letter from Edward Randolph (a prominent member of the council, and supporter of Andros, who had made himself very obnoxious to the people) to William Blaithwait, May 21, 1687, illustrates this.

"His Excellency has to do with a perverse people. Here is none of the council at hand, except Mr. Mason and myself, Mr. Brockholt, and Mr. Usher, who appear lively for his Majesty's interest."² Had "His Excellency" shown even-handed

A handwritten signature in cursive script, reading "E. A. Randolph Pott." The signature is written in dark ink on a light background.

justice to these "perverse people," the destruction that awaited him in his political career might have been averted.

Randolph was not inappropriately called the "evil genius" of New England, and was one of the most inveterate and untiring of those intriguing men who found access to the ear of Charles II. with their complaints against the colonies. In nine years he made no less than eight voyages across the Atlantic on this business. He was zealous to promote Episcopacy and to destroy the New England churches, and was the

¹ Hutchinson's Hist. Mass. Vol. I. p. 353.

² Ibid. p. 354, note.

chief instrument in depriving the people of Massachusetts of their charter privileges. He was conspicuous in the short administration of Andros, and was involved in his fate. On a return to Boston from New Hampshire, he says: "I am received at Boston more like a spy than one of his majesty's servants. . . . They have prepared a welcome for me, by a paper of scandalous verses," etc. These "scandalous verses," which well illustrate that point of character, wit, which, Chancellor Kent once remarked to the writer, was the prominent feature of the Yankees, commenced thus:—

"Welcome, Sr. welcome from y^e easterne shore,
 With a commission stronger than before
 To play the horse-leach; rob us of our fleeces,
 To rend our land and teare it all to pieces:
 Welcome now back againe; as is the whip,
 To a ffoole's back; as water in a ship.
 Boston make roome; Randolph's returned, that hector,
 Confirmed at home to be y^e sharp Collector.

.
 Alas, we would haue Caesar haue his due,
 But not by such a wicked hand as you.

.
 We doe presume Secundus Carrolus Rex
 Sent you not here a countrie's heart to vex.
 Hee gives an Inch of power; you take an ell.
 Should it be knowne, he would not like it well," etc.¹

It can be easily imagined, that such a welcome as this would not be well pleasing to the haughty officer of royalty, and would not tend to soften his bitterness towards the colonists.

Andros had not been in power long before his government became grievous, as he began and followed up a series of oppressions having for their principal object his own aggrandizement. Among other abuses, he declared the landholders to be tenants at will, and that, as the people had forfeited their charter, as a consequence they had forfeited their possessions under it; and it was announced, that all who would admit the insufficiency of their titles under the former government by

¹ Farmer's Historical Collections, Vol. III. p. 30.

petitioning for new patents, should be secured in their possessions upon reasonable terms. Many were induced to apply for patents for lands they had occupied under the charter for many years, and for these new patents most exorbitant prices were demanded, the fees sometimes amounting to fifty pounds.

On this same point Dummer says:¹ "Their title to their land was absolutely denied by the governor and his creatures on two pretences; one, that their conveyances were not according to the law of England; the other, that if they might be thought to have had something like a title formerly, yet it now ceased by the revocation of their charters. So that they who had fairly purchased their lands and held them in quiet possession for above fifty years, were now obliged to accept new deeds from the governor and pay for them a third part of their value, in order to ascertain their titles, or otherwise they would be seized by the crown."

Says Pitkin:² "The people were obliged to take new patents for their land and houses, and to pay enormous patent fees, or suffer them to be granted to others, and they themselves ejected from their hard earned possessions. In addition to this, taxes were imposed at the will of the governor-general and a few of his council; nor had the poor New Englanders the privilege of complaining, and claiming the rights of Englishmen, without being liable to fine and imprisonment."

In the book entitled "Revolution in New England Justified," etc., printed at Boston in 1691, and reprinted in 1773, among other causes which led to the overthrow of Andros, the whole subject of land-titles is fully treated. Here it is stated that Andros and his associates in power did not hesitate to declare to the people, "*that now their charter was gone, all their lands were the king's, that themselves did represent the king, and that therefore men that would have any legal title to their lands must take patents of them, on such terms as they should see meet to impose.*"³ And again, those that refused to take confirmation of

¹ Defence of New England Charters, by Jeremiah Dummer (reprinted at Boston in 1721), pp. 24, 25.

² Pitkin's Political and Civil History of the United States, Vol. I. p. 118.

³ N. E. Rev. Justified, p. 17.

their lands "were *declared intruders upon his majesty*, and put in fear of having their lands granted unto strangers;"¹ and one of the specified matters of complaint against the new governor was, that he "*denied that they had any property in their lands without patent from him*," etc.²

In the years 1684 and 1685, there were negotiations between the town authorities of Boston and the Massachusetts Indians relative to "Deare Island, the Necke of Bostone, or any pte thereof," and in consideration of a "valuable sum of money," paid by *Samuel Shrimpton* and some others, the Indians gave a deed to "warrant, confirm, and defend the above said lands to them and their heirs forever." It has been supposed by some that this bargain was made, and this new deed obtained, in order to give the purchasers a better title to their estates, and in anticipation of the approaching difficulties with the government relative to lands.

Writs of intrusion were brought against some of the leading men of the colony, who had refused to apply for new patents; and, among many others, the right of Col. Shrimpton to Deer island was called in question, and although he was one of the governor's council, a writ of intrusion was brought against him in the name of the king.³ At this time, a John Pittome was the resident tenant of Col. Shrimpton at Deer island. He and his family were turned "afloat on the water when it was a stormy day," by Sir Edmund's sheriff, who "put two men whom he brought with him into possession of the said Island, as he said, on behalf of king James the second."⁴ Doubtless this act of oppression had its influence upon the subsequent conduct of Col. Shrimpton, and made him the more determined in his resistance to the despotic governor. The government undoubtedly supposed, that, by instituting a suit against him, being a prominent man and one of the council, that in case he yielded, others would submit without contesting the matter. But here the governor and his supporters made a great mis-

¹ N. Eng. Rev. Justified, in "Narrative," etc., appended to the pamphlet, p. 56.

² Ibid. p. 9.

³ N. E. Revolution Justified, pp. 22, 26.

⁴ Ibid. pp. 22-23.

take. They found the Colonel had too much patriotism and love of right to be thus treated, and he resisted the unjust demand. The governor evidently was very desirous that Col. Shrimpton should take out a new patent for his lands, so much so, that, when it was ascertained that he would take no measures himself toward such an end, he was offered a new patent *gratis*, if he would accept it from Andros.¹

Dummer, in the book already quoted, speaks in the following complimentary terms of Col. Shrimpton's conduct, and it is the more noteworthy, as the old author selects the Colonel from all the other noble men who resisted the tyrannical Andros as especially deserving of praise, and thus in the most conclusive manner shows that we do not overestimate his importance in the stirring events of the Revolution. Says the author referred to : —

“ It would be an injury to virtue, if I did not in this place pay distinguished honor to the memory of an honest and worthy patriot, Col. Shrimpton, long since deceased, who being rich in lands, was courted to receive new patents *gratis*, that others might be drawn in by the authority of his example ; but when he was apprised of their design, he chose rather to have his lands seized (and they were seized) than by such a base compliance betray his countrymen into the snares prepared for them.”²

This extract, besides being a valuable tribute to the character and patriotism of Col. Shrimpton, shows how anxious the government was to secure his influence and countenance for its illegal actions. With the same spirit which prompted the patriot James Otis to resist the anti-revolutionary writs of assistance, Col. Shrimpton, a century before, resisted the arbitrary writs of intrusion, which were founded upon the same unjust principles ; and with the same noble spirit which induced Otis to renounce all offices under government rather than yield his principles, Shrimpton, a century earlier, refused to accept valuable favors from the government, and, at great self-sacrifice, took a firm stand on the side of justice.

¹ Washburn's Judicial History, p. 123.

² Defence of New Eng. Charters, p. 25.

When this writ of intrusion was served upon Deer island, the selectmen of Boston told Mr. Graham, Andros's attorney-general, that if Col. Shrimpton declined to personate the case of the island, they would stand the suit themselves. Said Graham, in reply, "Are you the men that will stand suit against the king?"¹ The result showed that Col. Shrimpton did not fear even to "stand suit against the king," and maintain the cause of truth and justice. There is something worthy of admiration presented to us, when we see a man thus boldly and with a self-sacrificing spirit, resist oppression, and, although in authority and with strong inducements to favor the government, upholding the popular side of the controversy.

He was now at issue with the governor and his party; but here he did not falter. He had taken a position, and he intended to maintain it at all hazards; he considered that he had a right to the land in question, and was fully determined to maintain that right.

In his defence he urged that the king had already divested himself by charter and declaration of any right to the island, and had made this clear in seizing the Massachusetts *government*, and not the *lands*. He also presented a copy of a grant from the general court, under the late Massachusetts government, conveyed down to Thomas Temple, under whom the defendant claimed the land; and, having legally possessed it for twenty-six years, he thought he had sufficiently proved that he had been guilty of no intrusion. The duplicate of the charter was ready to be delivered, and was shown to the court, but it was refused, as Col. Shrimpton's right had not been invalidated.

These writs of intrusion were the cause of great anxiety in the minds of all landholders; and it appears that it was on this account that Mrs. Mary Hooke,² wife of Francis Hooke, Esq. of Kittery, Maine, fearing that Noddle's Island would be wrested from Col. Shrimpton, petitioned Andros, as already related in Chapter VI. p. 107, for "consideration and relief;" she being daughter of Samuel Maverick, former owner of the

¹ N. E. Revolution Justified, p. 26.

² Drake's Hist. Bost. p. 479.

Island. She urged that "her father, in 1648, was fined £250 for attempting to petition the king, and that, when a commissioner with Nichols, Carr, and Cartwright, he was interrupted by sound of trumpet."

Of course, these prosecutions ceased upon the change in administration which soon followed.

It may be well to finish the account of Col. Shrimpton's connection with the overthrow of Andros, before we introduce other incidents which, in point of time, would have precedence.

The abuses of Sir Edmund Andros at last became unendurable, and when the news arrived of the landing of the Prince of Orange in England, the long restrained fire of righteous indignation burst forth; and on the 18th of April (1689), the governor, such members of the council as were particularly obnoxious, and some other persons who had supported his administration, in all about fifty persons, were seized and confined, and the old magistrates were reinstated in office. This was a bold step, and its success, and the lives of the principal movers in it, all depended upon the accession of William and Mary to the throne of England. The excitement of the populace after the arrest was even greater than it had been before, and all the military companies collected at the town-house, "where assembled Capt. Winthrop, *Shrimpton*, Page, and many other substantial men to consult matters, when the old governor (*Bradstreet*) came amongst them, at whose appearance there was a great shout by the soldiers," who guarded him with great formality.¹

Their first public act was to address a message, or remonstrance, to Sir Edmund Andros. This paper was as follows:—

"At the town-house in Boston, April 18, 1689.

"SIR,—Ourselves and many others, the inhabitants of this town and places adjacent, being surprised with the people's sudden taking arms, in the first motion whereof we were wholly

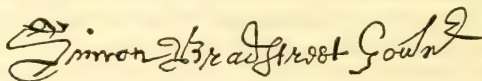
¹ Hutchinson's Hist. Vol. I. p. 375, etc.

ignorant, being driven to it by the present accident, are necessitated to acquaint your excellency, that, for the quieting and securing the people inhabiting this country from the imminent danger they many ways lie open and exposed to, and tendering your own safety, we judge it necessary that you forthwith deliver up the government and fortifications, to be preserved and disposed according to order and direction of the crown of England, which suddenly is expected may arrive, promising all security from violence to yourself, or any of your gentlemen or soldiers, in person or estate; otherwise, we are assured, they will endeavor the taking of the fortifications by storm, if any opposition be made.

“ To Sir Edmund Andros, Knight.

“ William Stoughton,	S. Bradstreet,	Wait Winthrop,
Thomas Danforth,	John Richards,	<i>Sam. Shrimpton,</i>
	Elisha Cooke,	Wm. Browne,
	Is. Addington,	Barth. Gedney,
	John Foster,	
	Peter Sergeant,	
	David Waterhouse,	
	Adam Winthrop,	
	J. Nelson.”	

Among the venerable men whose names are attached to this petition we find that of Simon Bradstreet, the former governor,



upon whose head was the weight of eighty-seven years, and who had been a magistrate for sixty years. Some of the signers were of the magistrates chosen in 1686, and others were included among the principal merchants and most influential inhabitants of the town.

At this time (April, 1689), there were three companies of militia in Boston, which assembled at this revolutionary movement. Adam Winthrop, merchant, of Boston, commanded

one, Col. Shrimpton one, and Nicholas Paige the third.¹ It will be remembered that Shrimpton had been appointed, by Andros, lieutenant-colonel in the militia, as early as March, 1687.

This 18th of April was an eventful day. In the early morning, rumors were spread that the town was rising, and that Andros intended to fire it at one end, and Captain George at the other, and "then go away in the smoke for France." The streets were filled with the excited populace; the sheriff, endeavoring to quiet the multitude, was immediately arrested; companies were hastily formed; men favoring the government were arrested, and many were hurried off to jail. The whole town was in arms, and a declaration, read from the balcony of the court-house, defended the insurrection as a duty to God and the country. The declaration closed with this paragraph: "We commit our enterprise unto the blessing of Him who hears the cry of the oppressed, and advise all our neighbors, for whom we have thus ventured ourselves, to join with us in prayers and all just actions for the defence of the land."² People from the country flocked into the country; on the Charlestown side over a thousand soldiers were ready to cross; and twenty military companies were marshalled in Boston streets. As the day passed on the excitement increased, and the determined spirit of the people was more and more manifest.

We have not space to detail the proceedings of the day, neither would it be appropriate to the object of this book. This bold revolution has been described many times; and we are only concerned with it as far as Colonel Shrimpton is connected with its history as one of the leaders in it, the commander of the military, and, from his position in the government as councillor and his standing in the community, possessing great influence with the people. Andros was convinced that it would be useless to withstand the popular feeling, and de-

¹ Force's Tracts, Vol. IV. No. 10.

² Hist. An. and Hon. Artillery Co. p. 226.

ciding that prudence, in this instance, was the better part of valor, on the next day, the 19th, he yielded to the demands of the people, and the command of the castle was delivered to Capt. Fairweather.

Col. Shrimpton was leader of the troops in this sudden revolution, a position for which he was well adapted by his military talents. After the excitement had subsided, the Colonel was selected to draw up a report of the proceedings of Andros while governor of the province, which report was published, in 1691, in the "*New England Revolution Justified*," a valuable pamphlet, which contains a detailed account of the administration and overthrow of Andros. The persons appointed for this duty by the committee of safety were William Stoughton, Bartholemew Gedney, and William Brown, and such other members of the late council of Andros as they should advise with.¹ From the selection of Colonel Shrimpton as one of the committee on this important report, "it is to be inferred," says Judge Washburn, "he was regarded as somewhat of a literary man, although I do not find that he was graduated at any college."² It would puzzle the judge to find the *brazier*, of whom this remark is made, "graduated at any college;" for, however successful he may have been in his trade or in the various public offices, civil, judicial, and military, to which he was elevated, he had not brass enough left to present himself for college honors.

While it is certain that Col. Shrimpton was one of the committee selected to write the "Narrative," etc., it is also probable that he was one of the writers of the "Revolution in New England Justified;" for the preface is signed *E. R.* and *S. S.*, doubtless referring to *Edward Rawson* and *Samuel Shrimpton*, and, truly, it would have been difficult to have found men better fitted for the task.

The revolution was completely successful. William and Mary ascended the throne; Andros was sent to England, by order of the king, to answer to the charges brought against him,

¹ State Records.

² Judicial History, p. 123.

and the colony was authorized to take charge of its own affairs until another government should be established. Increase Mather represented the colony before the ministry, and his services were of great value in securing favor of the crown.

Randolph had his full share of the exasperation of the people in the revolution, and while bail was granted to others, it was refused to him. The house of representatives, on the 25th of June, voted, "that Mr. E. Randolph is not bailable, he having broken a capital law of the colony in endeavoring and accomplishing the subversion of our government, and having been an evil counsellor." He died in the West Indies.

Andros was subsequently governor of Virginia, where, benefitted by experience, his course was more wise and moderate than it had been in Massachusetts. He died in England in 1714. The little that has come down to us gives an unfavorable impression of his character; indeed, it seems to present scarcely a redeeming trait. Doubtless he had good qualities, but we are in ignorance of them; and the truth contained in Marc Antony's words may be as applicable to him as to Cæsar, —

"The evil that men do lives after them;

The good is oft interred with their bones."

Col. Shrimpton bore a conspicuous part in the military affairs of the colony. In 1673, he was appointed one of a committee to purchase "great guns for the country's vse;" and, later in the same year, the same committee was ordered to make another purchase.¹ The gentlemen composing this committee are spoken of in the official order as men "who have their correspondents in Bilboa (a commercial city in the northern part of Spain), and the trade there," and these "great guns" were to be purchased by their "correspondents" in that city.

Col. Shrimpton was very active in the revival of the Ancient and Honorable Artillery Company, after Andros' usurpation. He had been a member since the year 1670, and was chosen ensign in 1672, lieutenant in 1673, and captain in 1694, the twenty-fourth year of his membership.

¹ Massachusetts Records, Vol. IV. Part 2, pp. 562 and 565.

He was made a colonel of the Suffolk regiment on the 20th of April, 1689, being the first person in that station on whom the command of a regiment devolved after the abolition of the office of sergeant-major.

His services seem to have been called into requisition in every variety of circumstance. At the funeral of Governor Leverett, March 25th, 1678-9, which was conducted with great pomp and ceremony, he was appointed to carry the helmet, and "march next before the Herse."¹

In Sewall's Diary, under date of 4th December, 1694, is this entry: "Lieut. Gov. Usher committed to prison on Col. Shrimpton's examination." The particulars of this affair are not manifest.

Col. Shrimpton died on the 9th of February, 1697-8, of apoplexy, at the age of fifty-five years. An old almanac, in a mention of his death, calls him "*Vir patriæ clarus*," a compliment of which he was every way worthy. His death and funeral are thus noticed in Sewall's Diary: "1697-8, Fourth day, Febr. 9. Last night, about nine of y^e Clock, Col. Shrimpton dyes of an Apoplexy. . . . He was seen at his door y^e last Sixth day."

"Second-day, Febr. 14, 1697-8, Col. Sam^l. Shrimpton was buried with Arms. Ten Companies, 8 (Boston Companies) Muddy River & Sconce;² No Horse nor Trumpet: but a Horse led, Mr. Dyer's; y^e Col's. would not endure y^e cloathing; Mourning Coach also, and Horses in Mourning; Scutchin on y^r Sides, & Death's heads on y^r foreheads; Coach stood by y^e way here and there, & mov'd solitarily. Bearers, Major Genl. Winthrop, Mr. Cook, Lieut. Col. (Elisha) Hutchinson, Mr. Addington, Capt. Foster, Major Walley, Mr. E^m (Eliakim) Hutchinson & Mr. (Rev. James?) Allen led y^e widow. Capt. Clark fired twelve great guns at y^e Sconce; began, as marched to y^e Newburying place, where y^e Corps was set in to the two wives. Very fair and large Paths shovel'd by great pains & cost; three

¹ For a full account of this remarkable funeral, see N. E. Historical and Genealogical Register for 1850, p. 128.

² Muddy River was the former name of Brookline; and the "lower," or "south battery," at the foot of Fort Hill, was named the "Sconce."

in y^e Burying-place, one direct to y^e Tomb, the other compassing by y^e Sides, in which y^e Souldiers stood drawn up. W^m. Scovel being well & having on his new Coat, I fitted him with my Musket, Rapier, Mourning, Amunition, and he served in y^e South Company."

CHAPTER X.

THE TITLE OF THE ISLAND IN THE SHRIMPTON AND YEAMANS FAMILIES.

COL. SHRIMPTON was married in England to Mrs. Elizabeth Breeden, a lithographic likeness of whom is upon the opposite page. It is possible that Mrs. Breeden was the second, and perhaps the third, wife of Col. Shrimpton; although positive evidence of the fact is wanting, there are some circumstances which seem to give plausibility to such a supposition. In the will of Hezekiah Usher, Sen., dated on the 11th of May, 1676, is the following item:—

“I give unto my son-in-law, Samuel Shrimpton, and his wife, the sum of fifty pounds to buy them mourning:” and in the will of Hezekiah Usher, Jr., dated the 7th of July, 1687, is an item to this effect, namely:—

“As to my brother and sister Shrimpton, I give to them ten pounds apiece in acknowledgment of former kindnesses received.” By these two extracts it would seem that a Samuel Shrimpton married a daughter of Hezekiah Usher, and the dates given correspond with the life of the Colonel. Elizabeth, daughter of Hezekiah and Francis Usher, was born 1 (12) 1645.¹ It is impossible to tell whether the Samuel Shrimpton who married Miss Usher is identical with the Col. Shrimpton with whom we are particularly interested. While the names and dates would imply such an identity, it is very singular that this marriage should not be mentioned in the family papers in the writer's possession. Color is given to the supposition

¹ Genl. Reg. 1854, p. 40.



Andersson.

W. L. G. & Co. PRINTERS.

From the collection of the



that the Colonel married Miss Usher previous to his connection with Mrs. Breeden, from the fact that he and Hezekiah Usher at one time transacted business together. They engaged to furnish Sir Thomas Temple with supplies for the forts in Nova Scotia, Sir Thomas Temple being at that time governor of Nova Scotia, and the then owner of Noddle's Island. On examining the records, it appears that, —

“Sir Thomas Temple stands indebted to Hez: Usher & Sam^l Shrimpton £2728 4s 6d, as balance of Acct^s betweene them, 10 Oct. last.

“Whereas s^d Usher & Shrimpton hath engaged for the next spring season to issue forth to s^d Temple his Order to Capt. Thos. Lake, for the supply of him the s^d Sir Thomas Temple, as the occasion of his Forts in Nova Scotia shall require, & that s^d Temple shall make full satisfaction to s^d Usher & Shrimpton in* this fall & spring season & soe successively in beauer moose & other peltry, as at the s^d Forts shall bee obtained consigning the s^d peltry to Capt. Thos. Lake for their vse not only for s^d sum of £2728 4s 6d, now due but all further sums, to the vse & order of s^d Temple, s^d Lake passing the same to s^d Temple's Acct for his Forts.

“For security, Temple makes over his house & lands in Boston, farm house & lease at Deare Island, to s^d Usher & Shrimpton, with my Ketch Pellican burthen 50 Tuns, with my 400 Sheepe, & Lambs & 60 head of neat Cattle on Noddle's Island, viz. 20 Coves, 16 Oxen & Steares & 24 yong Cattle wth all the right of mee in or to Noua Scotia.

“30 Nov. 1668.”¹

Aside from the business connection here shown between Usher and Shrimpton, the record is an interesting one in reference to the early trade and other points apparent to the reader.

The history of the Ancient and Honorable Artillery Co., p. 74, in a mention of Hezekiah Usher, who was a freeman in 1639, and removed to Boston in 1646, says, “Col. Shrimpton, Ar. Co. 1670, married one of his daughters”; but implicit reliance cannot be placed upon this statement.

¹ Bk. V. fol. 508, Suffolk Deeds. There were business transactions of a similar nature between Sir Thos. Temple and others in 1665, lib. 4, fol. 308.

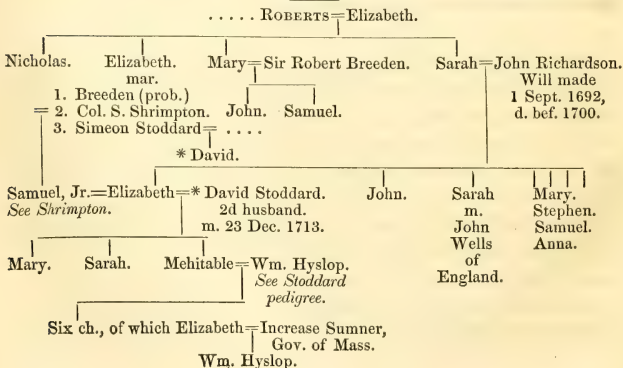
According to the Genealogical Register,¹ a Samuel Shrimpton married Abial Brown, in Hingham, Mass., in Aug., 1668; but of this marriage nothing is known. In none of the family papers in the writer's possession, or in the possession of other branches of the family, can be found any mention of any marriage of Col. Shrimpton, save to Mrs. Breeden, the mother of Samuel Shrimpton, Jr. Of this marriage there is good evidence; but of the others, nothing appears except what is given above, save the phrase in the notice of Col. Shrimpton's funeral in Sewall's Diary, given on a previous page, — "y^e Corps was set in to the two wives." The conclusion naturally drawn from this is, that the widow of Col. Shrimpton was his third wife.

Mrs. Breeden, wife of Col. Shrimpton, was the daughter of Mrs. Elizabeth Roberts. Mrs. Roberts had also a son Nicholas, a daughter Mary, who married Sir Robert Breeden (and had two sons, John and Samuel), and a daughter Sarah, who married John Richardson.² Col. Shrimpton, when again in England, persuaded Elizabeth Richardson, daughter of John Richardson, and Sarah his wife, just mentioned, to return with him to this country. She did so, and married Samuel Shrimpton, Jr., son and only child of Col. Shrimpton, on the 7th of May, 1696.³

¹ Hist. & Gen. Reg. Vol. II. p. 253.

² Died in England before the 28th of Feb., 1700.

³ ROBERTS PEDIGREE.



Col. Shrimpton, by indenture bearing date 20th Aug., 1680, "for divers good causes and for love and good will towards his wife Elizabeth," conveyed "to Sir John Smith, Knight, John Child and Edmund White, of London, as Feoffees and Trustees of his wife Elizabeth Shrimpton" one half of his Island, called Noddle's Island, "together with one half of the dwelling-houses, warehouses, mills, &c. with one half of all the woods, underwoods, trees, &c., water-ponds, water courses, &c. &c. To have and to hold as feoffees and trustees for the only use & behoof of his wife Elizabeth Shrimpton," etc.

This conveyance was subject to the following provision:—

"Provided that if my son, Samuel Shrimpton shall pay or cause to be fully paid, a bond, bearing date the 24 Dec^r 1678, for £5000 sterling, payable to said Sir James Smith, John Child and Edmund White, then my son, Samuel Shrimpton shall have and enjoy the above-mentioned half of said Island. But if it be not paid, then my wife, Elizabeth, to have and enjoy said half of said Island &c. to her & her heirs, forever."

It does not appear, from the record, that the above £5,000 was ever paid by Col. Shrimpton's son Samuel.

The following extracts from the will of Colonel Shrimpton, dated on the 5th of June, 1697, bear upon the title of Noddle's Island:—

"Unto my wife, Elizabeth, I give all the rest of my estate, (the remaining half of Noddle's Island forming a part of it,) during her life, with full liberty, at or before her death, to dispose of one thousand pounds thereof to whom and in such manner as to her shall seem most fit.¹

"As touching the remainder of the Estate, I do authorize an impower my Wife to dispose thereof, at, or before, her death, to & among such of my natural Relations & Friends as shall then be living, in manner & forme as shall seem most meet, & to confirme the same to them, given by her, by Deed or other Instruments, in the Law, most requisite thereunto."

Colonel Shrimpton's widow, on the 31st of May, 1709, married Simeon Stoddard, the son of Anthony Stoddard, who

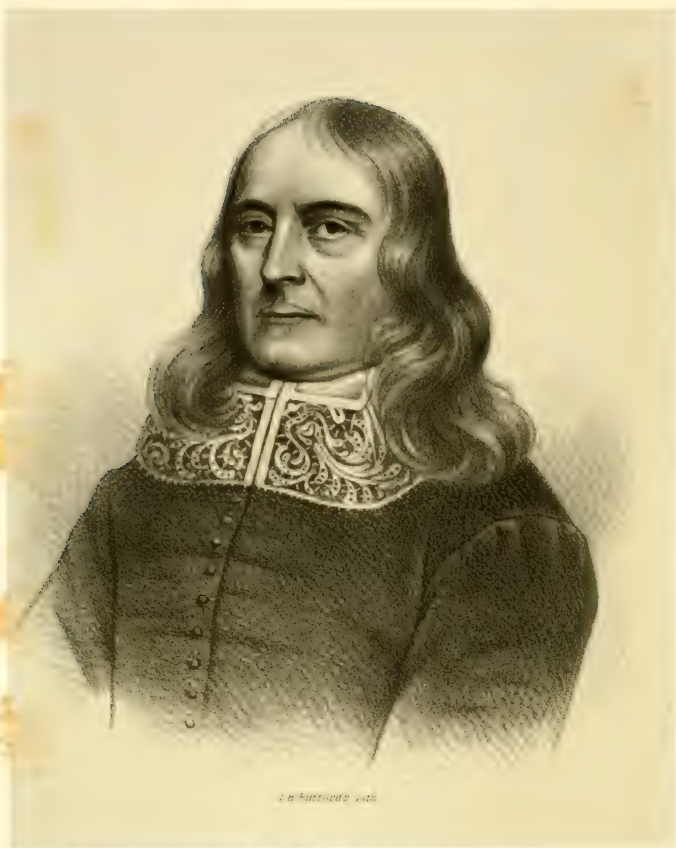
¹ She never exercised the power herein given to dispose of the one thousand pounds.

came to Boston in 1639, and died 16th March, 1686-7.¹ She was his second wife, and died 13th April, 1713. The little that

¹ *Anthony Stoddard*, the first of the name in this country, was the ancestor of one of the most worthy families in Massachusetts, different members of which have attained positions of eminence in both civil and ecclesiastical affairs. He was thrice married, and had children by each wife. Of one of his sons, *Simeon*, a brief sketch is given above in the text. Another son was *Solomon*, for a long course of years the learned and highly honored pastor of the church at Northampton, Mass. He was the eldest son of Anthony (by his first wife, who was a sister of Sir George Downing), and was born in Boston, on the 4th of October, 1643. He graduated at Harvard University in 1662, and was afterward "one of the Fellows of that House." After a residence of two years at Barbadoes as chaplain to Governor Serle, he was ordained (Sept. 11th, 1672) as successor to Mr. Eleazer Mather, at Northampton, and continued in that place until his death, — a period of fifty-six years. He was a learned man, well versed in religious controversies, and himself an acute disputant. Says the Boston Weekly News Letter (No. 112) in a notice of his death: "His natural powers were quick and strong, and by the blessing of God on his hard studies, he was furnished with that learning which is requisite to make a divine of the first rank. As a pastor, he was diligent, laborious, constant; wise, faithful, compassionate. His sermons were plain and powerful, experimental and spiritual, close and searching, yet rational and argumentative. He was a man zealous against sin, a hearty mourner for the iniquities of the times, an earnest pleader with God for the land, the nation, and his church in the world." His labors as a minister were blessed with great success, and in the sermons preached by the Rev. W. Williams on the day of his interment (Feb. 13, 1729), and by the Rev. Dr. Colman, in Boston, a few days later, are full and just tributes to his character and success as a man and as a minister. He was very industrious in his studies, and published numerous sermons, and left many which he had never preached. At one time he engaged in a controversy with Increase Mather respecting the Lord's supper.

Solomon Stoddard married (March 8th, 1670) Mrs. Esther Mather, widow of his predecessor in the pulpit at Northampton, and daughter of the Rev. John Warham of Windsor, Ct. (It will be recollected, see Chap. II., that this Rev. John Warham was the companion of the *Rev. John Maverick*, and with him was first settled at Dorchester, Mass.) By this marriage he had several children, one of whom, Esther, married the Rev. Timothy Edwards, father of Dr. Jonathan Edwards, the distinguished divine and metaphysician; another was the Rev. Anthony Stoddard, pastor of the church at Woodbury, Ct., nearly sixty years; and another was the Hon. John Stoddard, a member of his majesty's council, for many years chief justice of the court of common pleas for the county of Hampshire, judge of probate, and colonel of a regiment. Colonel John was a graduate of Harvard University (1701), and was possessed of a vigorous mind and great executive ability. He had an accurate acquaint-





SIMON STODART.

is known of Mr. Simeon Stoddard, a lithograph of whom, from an original portrait, is on the opposite page, can be stated in

ance with the concerns of the colonies and of the neighboring tribes of Indians, and was a particular friend of Governor Shirley, who relied upon him with great confidence in matters pertaining to the welfare of the colony. He died at Boston, 19th June, 1748, aged 67, and his funeral sermon was preached by Jonathan Edwards.

One of the descendants of this family (see pedigree) recently died, deeply lamented; David T. Stoddard, missionary among the Nestorians. Born December 2, 1818; graduated at Yale, 1838; tutor in Yale and Marshall colleges; of fine abilities, heightened by culture and adorned with scholarly accomplishments, he devoted himself to the missionary service. The visit of Dr. Perkins and Mar Yohannan to this country awakened in his mind a strong interest in the Nestorians, and he accompanied Dr. Perkins in his return to Oroomiah. His fine imagination, his facility in acquiring languages, his lovely spirit, his freshness, ardor, and enthusiasm, secured for him a wonderful success. "In college he was greatly enamored of the physical sciences, and having a genius for mechanics, he constructed with his own hands a large telescope, grinding and polishing the speculum and adjusting the tube with the skill of a practised workman. For weeks together he gave to this work all his spare time, and at length succeeded in producing a really good instrument. With much hesitation, he boxed this up and carried it with him to Oroomiah; and there in Persia, where astronomy had its birth, he confounded unbelievers by bringing to their view the glory of God in the heavens. A group of influential persons once assembled, at his invitation, to view the satellites of Jupiter, or the rings of Saturn, — we do not quite recall the incident as we heard it from his lips, — and at first refused even to look into the telescope, so confident were they that he was trying to deceive with 'lying wonders.' But no sooner did they look than they exclaimed, 'You know every thing! we will believe all that you tell us.' That same metallic mirror, over which our brother toiled with an enthusiasm that sometimes provoked a smile, reflected to the successors of the Chaldeans the glory of the God of Abraham, and pointed them to the brightness of that glory in the seed of Abraham." His visit to this country six or seven years since is fresh in many memories. He returned to Oroomiah, and labored until his death, which took place January 20, 1857. A memoir, soon to be published, renders further details unnecessary.

Solomon and Simeon Stoddard (sons of Anthony the 1st), had a brother Anthony, whose granddaughter Martha married a Captain John Stevens; they had no children. Mrs. Stevens survived her husband, and was left in possession of a large real and personal estate. Her residence was in State street, the house occupying the site near the post-office door in the Merchants' Exchange, a spot memorable for its association with the Boston Massacre, 4th March, 1770, in which the youthful Maverick was killed, as is fully described in Chapter VII. On this street lived numerous members of the family connec-

few words. He was born in 1650, and died on the 15th of October, 1730. His first wife died on the 13th of August,

tion, and almost opposite, on the spot now occupied by the Merchants' Bank building, at the corner of Exchange street, then called Shrimpton's lane, stood the city residence of Col. Shrimpton, whose intimate relations with Noddle's Island history and the affairs of the colony have been so minutely detailed. Mrs. Stevens, reposing peculiar confidence in her relative, the Hon. Increase Sumner, appointed him and Edward Payne, Esq., her cousin, her executors. She gave a considerable portion of her property, by will, to the children of Mrs. Mehetable Hyslop, a relative whom she had always regarded as a sister, and by whom, as well as by all the members of the family, she was held in high esteem, and appropriately remembered all her relatives and friends, particularly those with whom her intercourse had been most intimate and affectionate. She gave in legacies to her relatives, the greater part of whom formed the different branches of the Stoddard, Greenough, and Hyslop families, and of which mention is made in different parts of this volume, 870 acres of land in the town of Ashford, Conn.; namely, to her cousin John Stoddard, land in Ashford "that formerly belonged to my Bro. Anthony Stoddard," about nine-one acres; to William Hyslop, Jr., fifty-seven acres; to William [H.] Sumner, son of Increase and Elizabeth, seventy-two acres; to David Hyslop, two hundred acres; to David Greenough, 132 acres; she also gave, in legacies, to the Rev. William Greenough, £750; to Increase Sumner, Esq., £300, doubling the bequest originally made to him of £150; and also remembered the other executor in the same liberal manner. Beside these, there were numerous other legacies to Mehetable Stoddard Sumner, to the sisters of Mr. Payne the executor, and to other relations and friends. There are two items in this will worthy of notice, as they give a beautiful insight to Mrs. Stevens's character, and speak volumes in her praise. They are these: "To the Deacons of the South Church whereof the Rev. Mr. Eccle is Minister, Thirty pounds, the Interest of which to be annually given to the poor of said Church."—"To the Overseers of the Poor in Boston and their successors in said office, Three Hundred pounds, the Interest of which to be annually given to the descendants of such reputable families as may be so reduced by the Providence of God as to want some assistance to prevent their becoming a town charge." The benevolent consideration for the wants of those respectable families whose property had become reduced is a similar characteristic to that ascribed to her relative, Simeon Stoddard. Each of them, belonging to the same family connection, and living in the enjoyment of large property, was liberally mindful of the wants of the needy, and most discreet in the directions in which they desired their bounties to flow.

Among the family relics in the writer's possession is a pair of old-fashioned high-heeled shoes of rich material, which belonged to Mrs. Stevens. In the inside of one of them is the following label: "*Made by Winth^r. Gray near the cornfield, Boston.*" (The "corn-field" was a tavern; says Drake, (Hist. Boston,

ning of Salem.
she died 15 April, 1655.

Anthony =
b. 6 June, 1656;
had ch. Anthony.

Joseph,
b. 1 Dec. 1663;
and others.

Israel,
b. 10 Apr. 1684;
died a prisoner
in France.

Hannah,
b. 21 April, 1688; m. Rev.
Wm. Williams, of Weston;
d. 29 Dec. 1775. Ch. William,
H. C. 1729; Elizabeth, m.
Rev. Joseph Crocker, of Ips-
wich; Anna, m. Oliver Part-
ridge, of Hatfield; Nathan-
iel; Lucy, m. Rev. Joseph
Buckminster, of Rutland;
Mary; Esther, mar. Rev.
Thomas Williams, of Deer-
field; Solomon, H. C. 1747;
Hannah, mar. Rev. J. Sec-
comb, of Harvard.

Rebecca,
b. Nov. 1722, Joseph
n. 1766. Ch. Joseph,
3, Yale, 1742, m.
d. childless, 10 Mar.
18 July, 1726, Capt.
m. Elizabeth Pome-
titled at the battle of
4 September, 1755,
childless.

avid, = Elizabeth = Sam. Shrimpton, Jr.
685; (Richardson), 1st husband;
713; d. 25 June, 1757. d. 25 May, 1703.
23.

Elizabeth = John Yeamans.

Shute S. = Matilda Gunthorp.

two daughters
d. infants.

John
d. infant.

Shute
d. unm. under age.

arah,
1718; m. Dea.
enough; and
h, 1778. Ch.
and William.

Mehetable = William Hyslop,
b. 5 June, 1719; baptized 26 Sept.
m. 25 Oct. 1750; 1714; d. 11 Aug.
d. 19 Nov. 1792. 1796.

Elizabeth = INCREASE SUMNER, Mehetable,
b. 5 Aug. 1757; Governor of Mas- b. 13 Sept.
a m. 30 Sept. 1779; sachusetts. 1763; d.
d. 28 Dec. 1810. same day.

6
l, Jane Woodward,
ain; he d. 16 Aug.

lop,
al, &c.
pedi-
291.

Mehetable Stoddard,
m.
Benjamin Welles.

Eliza,
m.
James W. Gerard.

few words. He was born in 1650, and died on the 15th of October, 1730. His first wife died on the 13th of August,

tion, and almost opposite, on the spot now occupied by the Merchants' Bank building, at the corner of Exchange street, then called Shrimpton's lane, stood the city residence of Col. Shrimpton, whose intimate relations with Noddle's Island history and the affairs of the colony have been so minutely detailed. Mrs. Stevens, reposing peculiar confidence in her relative, the Hon. Increase Sumner, appointed him and Edward Payne, Esq., her cousin, her executors. She gave a considerable portion of her property, by will, to the children of Mrs. Mehetable Hyslop, a relative whom she had always regarded as a sister, and by whom, as well as by all the members of the family, she was held in high esteem, and appropriately remembered all her relatives and friends, particularly those with whom her intercourse had been most intimate and affectionate. She gave in legacies to her relatives, the greater part of whom formed the different branches of the Stoddard, Greenough, and Hyslop families, and of which mention is made in different parts of this volume, 870 acres of land in the town of Ashford, Conn.; namely, to her cousin John Stoddard, land in Ashford "that formerly belonged to my Bro. Anthony Stoddard," about nine-one acres; to William Hyslop, Jr., fifty-seven acres; to William [H.] Sumner, son of Increase and Elizabeth, seventy-two acres; to David Hyslop, two hundred acres; to David Greenough, 132 acres; she also gave, in legacies, to the Rev. William Greenough, £750; to Increase Sumner, Esq., £300, doubling the bequest originally made to him of £150; and also remembered the other executor in the same liberal manner. Beside these, there were numerous other legacies to Mehetable Stoddard Sumner, to the sisters of Mr. Payne the executor, and to other relations and friends. There are two items in this will worthy of notice, as they give a beautiful insight to Mrs. Stevens's character, and speak volumes in her praise. They are these: "To the Deacons of the South Church whereof the Rev. Mr. Eccle is Minister, Thirty pounds, the Interest of which to be annually given to the poor of said Church."—"To the Overseers of the Poor in Boston and their successors in said office, Three Hundred pounds, the Interest of which to be annually given to the descendants of such reputable families as may be so reduced by the Providence of God as to want some assistance to prevent their becoming a town charge." The benevolent consideration for the wants of those respectable families whose property had become reduced is a similar characteristic to that ascribed to her relative, Simeon Stoddard. Each of them, belonging to the same family connection, and living in the enjoyment of large property, was liberally mindful of the wants of the needy, and most discreet in the directions in which they desired their bounties to flow.

Among the family relics in the writer's possession is a pair of old-fashioned high-heeled shoes of rich material, which belonged to Mrs. Stevens. In the inside of one of them is the following label: "*Made by Winth^r, Gray near the cornfield, Boston.*" (The "corn-field" was a tavern; says Drake, (Hist. Boston,

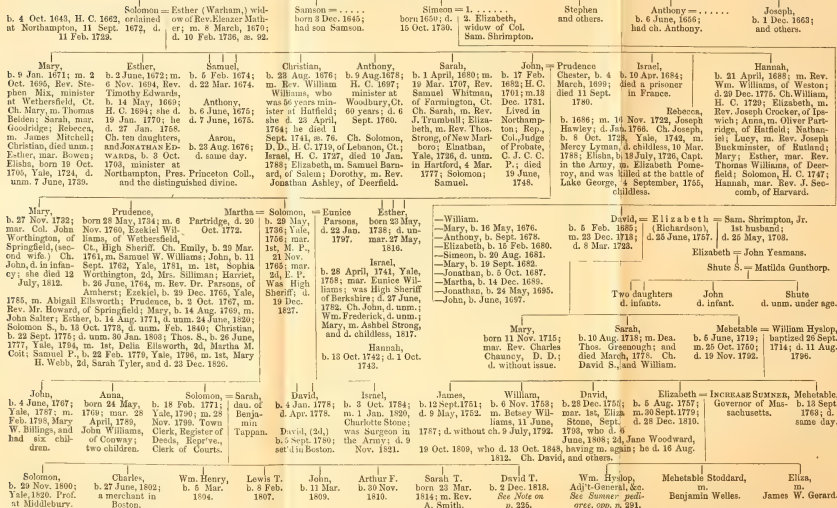
STODDARD PEDIGREE.

ANTHONY STODDARD = 1st, MARY DOWNING.

He emigrated from the west of England to Boston, about 1639; was admitted freeman in 1640; member of the Artillery Company; representative twenty-three years. He was three times married.

She was a daughter of Emanuel Downing of Salem.

= 2d, BARBARA, widow of Capt. Joseph Weld; she died 15 April, 1655.
= 3d, CHRISTIANA.



1
i
c

1708. Mrs. Shrimpton was his second wife, and after her death he married Mehetable Sargent, relict of the Hon. Peter Sargent, and niece of Governor Stoughton. She survived him. The Rev. Dr. Benjamin Colman preached a sermon on the Sabbath following the funeral of Mr. Stoddard, and a printed copy is among the author's family papers. In the dedication of this sermon to Anthony and William Stoddard, sons of Simeon, the Rev. Dr. says:—

“Boston, Nov. 14th, 1730.

“GENTLEMEN,—After two funeral sermons that went to the press at the desire of your honorable Father: the one preached upon the death of his brother, your venerable uncle of Northampton; the other upon the death of his son, your exemplary brother; I will not refuse you the copy you ask of a plain discourse I made upon his own decease.

“You owe more than this expression of filial respect and honor to his memory, whom God made a very good Father to you; and you were secret witnesses of his goodness to others, and of his good conversation in Christ.

“There was one thing singular in the life of your father, and very surprising to the town at the time of it: when he broke off his worldly business in the most prosperous run of it, in the midst of life, declaring that he had enough; having attained that estate, by the blessing of God, which he thought ought to satisfy him.

“About that time being chosen by the town to serve the poor, he did it for some years with a great deal of labor and pleasure, as I well remember.

“Since that, and I suppose before, his charities to the poor, and donations for pious uses, have been liberal and many; wherein I have been assured by his honored relict that he studied secrecy.

“His annual bounties to the poor, the widows, and the father-

p. 807), “The sign of the Cornfield,’ near the Mill bridge, 1733. In Union street, 1763.”) The memory of Mrs. Stevens is gratefully cherished by all who knew her, and this brief notice will give pleasure to those now living who hold her in remembrance.

less, at our yearly Thanksgiving, were more open and known ; and very great : nor was the Levite then forgotten by him.

“ Indeed, he was a lover of good men, and of God’s house and worshippers ; but more especially friendly and respectful to the ministers of Christ, and never thought them enough honored and supported in their work.

“ These things being known to be true, and easy to be proved by many living witnesses, I judge they ought to be said, and I dare not send the following sermon to the press without inserting them.

“ Gentlemen, — that you may both live long, if God please, and do much more good in your generation, than those that are gone before you ; and that your children, and all the posterity of the deceased, may be the seed whom the Lord will bless, is the sincere desire and prayer of

“ Your affectionate friend and humble servant,

“ BENJAMIN COLMAN.”

In the sermon which bears the title of “ A Peaceful Death in a good Old Age,” Mr. Stoddard is spoken of as attaining “ a great age, which God made healthful and easy, attended with plentiful circumstances, his reason and understanding continuing, his sight only decayed, his mind serene and placid, and his children about him, and he honored and happy in them. But the crown of all was a pious and useful old age, with a settled peace and good hope (through grace) of a better life ; which continued with him through the shadow of death, which God made easy to him, both as to mind and body.” These extracts show the character of the man better than a more extended notice.

Previously to Mrs. Shrimpton’s marriage to Mr. Stoddard, namely, on the 18th of April, 1700, she leased her dwelling-houses, three water mills, negroes, etc., at Noddle’s Island, to *Nicholas Roberts*, her brother, and Benjamin Jackson, of Boston, merchants, for seven years, at £200 per annum.¹ By her will, dated 11 April, 1713, as “ late widow and Executrix of the Will of Col. Samuel Shrimpton,” she devised “ all that Farm

¹ State Archives, Book 40, p. 786.

lying at Rumney Marsh, &c., and Noddles Island (of which we have seen she held one half by the deed to trustees from her husband, and the right to dispose of the other half to any of his relations by his will), with the Mills, &c., *to her granddaughter Elizabeth Shrimpton* during her natural life, and after her decease "to the heirs of her body to be lawfully begotten," and for want of such issue, "to the right heirs of my said late husband, the said Samuel Shrimpton, forever." She died two days after the date of this will.

The inventory of the estate of Madam Elizabeth Stoddard, which she held under her husband's will, was taken July 15, 1713, by J. Marion and S. Turrell. It is specified as the estate which did belong to her former husband, Col. Samuel Shrimpton, namely: "The Brick Dwelling House in King Street, £2000,—Lead Cistern in the yard £20,—Brick House and Land in Shrimpton's Lane £250,—Land at South End of Boston,¹ bought of W^m Gree, £90,—Land bought of William Wright, £60,—The Pastures Joyning Beacon Hill (in the rear of the State House, and upon which is built the Reservoir, a magnificent granite structure, of massive grandeur, and an enduring praise to the city), £150,—House and Land at North End of Boston, £120,—Warehouse on Major Hayward's Wharf, £70,—A Coach House with the Land £300,—A Coach, Calash, and Chair, £50,—2016 oz Plate at 8s. £806 6s.—24 oz Gold at £6, £144,—A Load Stone and Eagle Stone, &c. &c.,—Noddle's Island and Stock, to wit:—House in the tenure of Christopher Caprill, £20,—Stock, £239, 6s.—14 Negroes, old and young, £350,—The Land, Housing, &c.

¹ This strip of land is described in the inventory as situated at the corner of Frog lane (now Boylston street) and Common (now Tremont) street, and is supposed to be a part of the land on which the Winthrop House now stands. Mr. Shrimpton bought it of William Wright, of Boston, as appears from the Suffolk Deeds, Book 26, p. 149. "William Wright Junr. of Boston, Mariner & Abigail his wife.—Consideration £38 paid by Samuel Shrimpton of Boston sell s^d Shrimpton Land lying at the Southerly End of Boston—bounded N. W. upon the Lane leading to the Training Field, 80 foot 8 inches, S. E. upon Land of Saml Snow or his Assignees, N. E. upon Land of Saml Fisher, S. by the street (Plott recorded lib. 11, p. 82 in Division of Estate of Thos Snow, whose dau. said Abigail was). 13 June 1683. Acknowledged 9th April 1712."

£12000, — A Farm at Rumney Marsh (Chelsea) £1000, — &c., &c. Total Amount, £18044, 11s. 9d.”

It is presumed that Madam Shrimpton continued to reside upon Noddle's Island for some time after the death of her husband. To corroborate this, is quoted the following from Sewall's Diary: “1705, Aug^t 8, I & Mr. Em. (Eliakim) Hutchinson go to Noddle's Island; Visit Madam Shrimpton. Ride in y^e Calash to Mr. Goodwin's; return to Madam Shrimpton's; Sup; Come home.”

Col. Samuel Shrimpton and Elizabeth (Breedon) Shrimpton had a son and only child, Samuel, born in Boston 20th of April, 1673, who married *Elizabeth Richardson*, as before mentioned. She was a niece of Col. *Samuel Shrimpton's* wife, being the daughter of her sister, Sarah (Roberts) Richardson.

Samuel Shrimpton, Jr. and his wife, Elizabeth (Richardson) Shrimpton, had only one child, Elizabeth, who was born in Boston, August 26, 1702, and was married in Boston, by the Rev. Dr. Colman, to John Yeamans, 6th of May, 1720, and died on the 4th December, 1721. John Yeamans was of St. James's parish, Westminster, England.

The following is an abstract of the marriage contract between John Yeamans and his wife, Elizabeth Shrimpton made on the day of their marriage:—

“Indenture 6 May 1720. Between John Yeamans of the Island of Antigua, now resident in Boston, of the one part, Gov^r Samuel Shute, Simeon Stoddard Esq^r. and David Stoddard, merchant, both of Boston of the other part, concerning a marriage now in Treaty & shortly by the Grace of God to be solemnized between said John Yeamans & Elizabeth Shrimpton, grand-daughter of Co^l. Samuel Shrimpton.

“Said John Yeamans agrees with said parties, together with said Elizabeth, when she shall attain the age of 21 years, for the prosecution of a Common Recovery of that Brick Messuage and Tenement with Land whereon the same doth stand in Boston, and all that Farm lying at Rumney Marsh, all that Island called Noddles Island, with the Mills, Houses, &c. enumerated in the Will of Elizabeth Stoddard, sometime the wife of said Co^l. Samuel Shrimpton, deceased, & sole executrix of his Will.

“Said Yeamans doth agree that he will take an Estate in

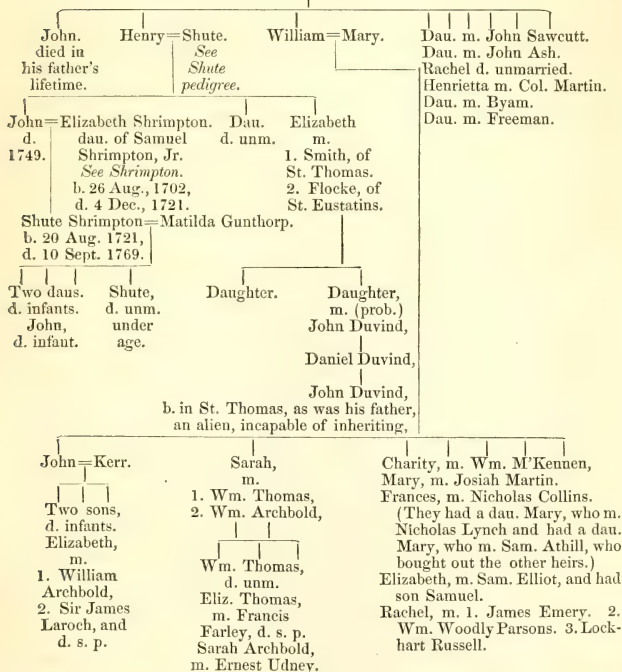
said Messuage, Farm & Island, enumerated as above to him the said John Yeamans & Elizabeth, for their natural lives, &c.

"Said Yeamans doth agree that said Elizabeth shall have power to make and publish her last Will and appoint her executors & settle upon such persons as she shall see cause, to the value of £5000."

Thus it is seen that Elizabeth Yeamans, daughter of Samuel Shrimpton, Jr., and grand-daughter of Colonel Shrimpton, became the devisee in tail of the whole of Noddle's Island, under her grandmother Stoddard's (formerly Shrimpton) will.¹

¹ YEAMANS PEDIGREE.

JOHN YEAMANS = NICHOLS.
Lieut.-Gov. of Antigua.



John Yeamans and his wife Elizabeth (Shrimpton) Yeamans had a son, Shute Shrimpton Yeamans, who was born in Boston, August 20, 1721, and who married Matilda Gunthrop in Antigua. His mother, Elizabeth (Shrimpton) Yeamans, died of smallpox, about three and a half months after his birth, on the 4th of December, 1721, at the age of nineteen years. John Yeamans the father died at Richmond, Surrey, England, in 1749 (the day uncertain, but previous to the 4th of October), having a plantation in the island of Antigua (which General Sumner sold on his visit to that island in 1818), and other large estates in America. *Shute* Shrimpton Yeamans was so named in honor of Samuel Shute, governor of Massachusetts and New Hampshire. Henry Yeamans, the father of John, married Miss Shute, a sister of the governor, who was unmarried.¹

¹ Samuel Shute immediately succeeded Joseph Dudley as governor of Massachusetts and New Hampshire, which at that time were under the same jurisdiction.

Samuel Shute

Upon the accession of Geo. I. in 1714, Col. Burgess was commissioned as gov-

ernor of the two provinces, but for the consideration of a thousand pounds sterling he resigned, and Col. Samuel Shute was appointed. The original royal commissions of Governor Shute from George I., who began his reign Sept. 17, 1714, one for Massachusetts and the other for New Hampshire, each dated the 15th of June, "the second year of our reign" (1716), most elegantly and elaborately engraved and written on parchment of mammoth size, are in the writer's possession. They descended from the governor, through different members of the family, to his grandfather Hyslop, and from him to the writer. Attached to each commission is an impression in wax, six inches in diameter, of the great seal of the kingdom, representing Britannia on one side, and on the reverse St. George and the dragon, inclosed in a metal case. Gov. Shute arrived in Boston on the 4th of Oct., 1716. His family were generally dissenters; and his brother, afterward Lord Barrington, and then a member of parliament, was at the head of the dissenting interest. His father was an eminent citizen of London, and his mother, a daughter of Mr. Caryl, a dissenting minister of great note. He began his education under Rev. Charles Morton, who subsequently (about 1684) came to New England, and was minister at Charlestown. Macaulay compliments Mr. Morton as being "an excellent Oxford scholar, and a man of various and large abilities." Previous to his removal to this country, he kept the "then famous academy at Newington Green." It was here that Governor Shute attended school; and here, too, the celebrated Defoe, the author of *Robinson Crusoe*, was a pupil.

After his education was completed, he was sent to Leyden; subsequently he

Samuel Shrimpton, Jr. was a merchant in Boston, and a member of the Ancient and Honorable Artillery Company in 1695. About the year 1702 he was in partnership with a cousin of his father, Epaphras Shrimpton, who was the son of Edward Shrimpton. On the 28th of Dec., 1702, Samuel

entered the army under King William, who made him a captain; he served under the veteran Duke of Marlborough, was a lieutenant-colonel, and was wounded in one of the principal battles in Flanders. He was a man well esteemed at court, a friend to liberty, and of an open, generous, and humane disposition. Under ordinary circumstances, he would have been a very acceptable governor to the New England colonists, but at the time of his appointment, party spirit ran very high, and prevailed over all other considerations. Devoid of art, and a man of strict integrity, he joined that party which seemed to him to be right, and thus made their opponents irreconcilable enemies. It was his misfortune to arrive when opposition had been violent, and he immediately became involved in a controversy with the house of representatives; the council sustained the governor. The troubles at length reaching a point where the power vested in the governor was, in many instances, taken away, and assumed by the house, Col. Shute, becoming weary of the quarrel, made a perilous voyage to England in midwinter (1st January, 1723), and laid his difficulties before the government, which, after investigation, sustained him in every point. He did not return to the colonies however, the government providing for him in a way much more to his satisfaction, settling upon him a pension of £400 sterling per annum. William Burnet, son of the celebrated Bishop Burnet, and formerly governor of New York and the Jerseys, succeeded Shute as governor of Massachusetts and New Hampshire. The unhappy disputes still continued, and extended into the administration of Governor Belcher, when the principal cause of dissension was settled by a species of compromise, which allowed of a reconciliation without injuring the pride of either party. — Hutchinson, Vol. II. p. 378, which volume contains a full account of Gov. Shute's administration.

One circumstance connected with the administration of Governor Shute is worthy of notice. It is well known, that a large number of Scotch emigrants from the north of Ireland settled the town of Londonderry (N. H.). Prior to leaving Ireland, and to prepare the way and secure a reception and place of residence on their arrival here, early in 1718 they sent Rev. William Boyd with an address to Governor Shute, expressing a strong desire to emigrate to New England should he afford them suitable encouragement. The address was very concise and appropriate, and had two hundred and seventeen signatures. The governor gave the desired encouragement, and the emigrants arrived in five ships at Boston on the 4th of August, 1718. — History of Londonderry, p. 35, etc. Did space permit us to give it, the history of this Scotch colony would show a band of noble men, whose names, as associated with the

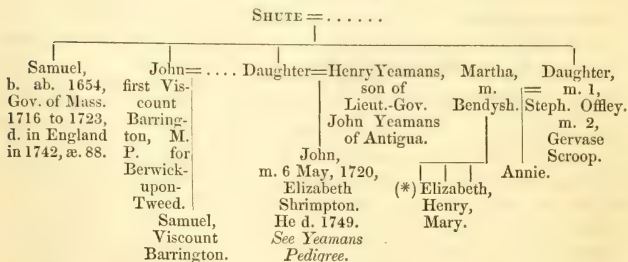
Shrimpton, in "his humble complaint and petition" to the Hon. Isaac Addington, Esq., and other justices of the peace, relates, that he had been engaged in a partnership with the said Epaphras; that consignments had been given them to a considerable amount from merchants in England, and the accounts had been entered in sundry books, which had been at all times in the possession of the said Epaphras Shrimpton; and, that on the Saturday previous, these books were so badly burned "as to be of no manner of use" to the petitioner. He proceeds to say that he has great reason to suspect these books "were destroyed with the privity" of his aforementioned partner. The whole affair was examined, but we do not learn the result. The accused affirmed that he was innocent.¹

Samuel Shrimpton and some others, urged by the spirit of enterprise, turned their attention to making salt, an experiment which we, in these better days, would judge to be of doubtful expediency; and it shows that we come honestly by our love for undertaking novel things. The attempt had once before been made; as early as 1670, we find one Richard Whaton

famous siege of Derry, will always be honored. Of one of these families was Thomas Bell, subsequently a lessee of Noddle's Island.

Governor Shute died in 1742. His will is dated the 27th of June, 1740, and was probated the 24th of May, 1742.

SHUTE PEDIGREE.



(*) Governor Shute mentions, in his Will, "Mrs. Mary Vlack, daughter of my late Niece Elizabeth Vlack, of the island of St. Thomas, now the wife Mr. Johannis De Windt of the said Island."

¹ Massachusetts Archives, Book 119, pp. 207-210.

addressing the general court on the manner of making salt, and a committee, appointed to consider the matter, reported that the general court, "in granting a charter for empowering a company of adventurers thereunto, may doe a publicke service for the country."¹

We do not ascertain how Richard Whaton succeeded in the manufacture of salt; but still later, we find others entering into the business. Samuel Shrimpton, Jr., Simeon Stoddard, Samuel Sewall, and some others engaged it, and the proprietors of the commons on the Neck, in the town of Boston, on the 10th of Sept., 1700, leased a portion of the common land to a company consisting of Elisha Cooke, John Foster, Elisha Hutchinson, and their associates, for the encouragement of such an undertaking, to be held by them so long as they endeavored to make salt there.² So the record stands; but who were these "Proprietors" is unknown to the writer. The land was in two parcels, one on each side of the highway leading to Roxbury. In the deed it is stated Shrimpton, Stoddard, and nine others mentioned, "had heretofore paid their respective parts of y^e charge expended in Encouraging and promoting of a Salt-work, and for making and casting up a bank on the several parcels of Marsh ground," etc., and they were then admitted as copartners with the said Cooke, Foster, and Hutchinson.

On the 25th of June, 1716, Elisha Hutchinson, the surviving lessee, granted to the executors or assigns of Samuel Shrimpton (Jr.), deceased, one sixteenth of the two parcels, to Simeon Stoddard one sixteenth, etc. To have and to hold, etc.

How extensively this manufacture was carried on we have no means of ascertaining. But in the inventory of the estate of Col. Shrimpton's widow (who married Simeon Stoddard),

¹ Massachusetts Records, Vol. IV. Part 2, pp. 467, 505.

² This grant is altogether distinct from the grant of Neck lands in 1708, as related in *Gleaner's* article, in the Boston Transcript, July 25, 1855. The grant of 1708 was of about fifty acres, its north line at the present Castle street, and the south line near the old "Fortification Gates," a little short of Dover street. This grant is also distinct from the land conveyed to Stephen Gove and others, in 1785, which was a tract of land and flats, 1,400 feet from north to south, extending two hundred feet west of Washington street, and embracing all east of that street to low-water mark.

taken four years after the above grant to the executors of Samuel Shrimpton (Jr.) was made, namely, in 1720, there is an item of "79 bushels of New England salt, received from Salt-works." It was valued at £9 17s. 6*d.*, or 2s. 6*d.* a bushel. This shows that the salt-works went into actual operation; but it is not known how long the business was continued.

The writer recently had in his possession, but has unfortunately lost, a parchment containing subscriptions for shares to aid Joseph Palmer in the manufacture of salt on Boston Neck, about the year 1789; it was signed by some of the principal men of Boston, including Thomas Russell, Jonathan Winship, Patrick Jeffrey, Joseph Barrell, who took shares therein. Whether Palmer was the immediate successor of the company, of which the writer's ancestor, Samuel Shrimpton, Jr., was a member, is uncertain. As it comes within the personal knowledge of the writer, it may be interesting to state that he remembers the buildings on the Neck in which the business was carried on, and he recollects that once, when a boy, as he was going into Boston, he saw a large frame with sails and rigging attached, which had been made in the buildings formerly used for the salt-works, and which were then used by Mr. Sampson in manufacturing soap and candles. Mr. Blanchard, the inventor, intended this for a car or carriage, to be propelled over a common road by wind; but the resistance to be overcome, caused by the roughness of the road on the Neck, was too great for the power used, and he could neither "raise the wind," nor was the wind able to raise him, and his attempt failed. The buildings have long since been demolished; the salt has lost its savor, the soap has been washed away, the candles are extinguished, and we are left in total darkness in this part of our history. It is interesting to pick up and save these little items in the early history of our city, which the stream of time had carried almost beyond our reach, and to give them a "name and an abiding place" for the use and instruction of those interested in such matters.

Samuel Shrimpton, Jr. died on the 25th of May, 1703. His widow, on the 23d of December, 1713, married David Stoddard, son of Simeon Stoddard, who married the widow of Colonel Shrimpton, as before related.





DAVID HARRISON

Engraved by J. G. Thompson from a portrait by Sir J. Smith

David Stoddard, whose lithographic likeness, from an original portrait, is on the opposite page, was born on the 5th of December, 1685, and died on the 8th of March, 1723, in the thirty-seventh year of his age. So highly was he esteemed for his virtuous and exemplary character, that a sermon was preached, on the Sabbath after the funeral, by the Rev. Dr. Benjamin Colman, with the title of "A blameless and inoffensive life." A printed copy of this discourse is among the writer's family papers, and the following extract from it will present Mr. Stoddard's character, as portrayed by that eminent divine:—

"It is the death of a very amiable and exemplary person lately belonging to us, the virtuous and blameless Mr. David Stoddard, that has led me into the present meditation. His silent and inoffensive (and yet diligent and active) life is a loud and earnest sermon upon my text. Who has there been among us (in a judgment of charity) more sincere and without offence, and that all his days? Who more approving the things that excel? whose love more abounding in knowledge and good judgment? (His discretion and his good-nature equally eminent!) Who among us has been more harmless and without rebuke; doing all things without murmurings and disputings; in the midst of a crooked and perverse nation, among whom he shone a light?

"We are witnesses how modestly, meekly, justly, and unblamably he behaved himself among us. If he that offendeth not in word is a perfect man, indeed, how perfect must the deceased appear to us! How lovely and endearing was he in his domestic relations! how just, righteous, and faithful in his dealings and in his trusts! how courteous and grateful to his friends! ready to oblige, and easily obliged! how pure from the world, its passions, frauds, and lusts!—So he that loveth his brother abideth in the light, and there is none occasion of stumbling in him.

"Whom did the deceased ever speak evil of? or when did he backbite with his tongue? or do evil against his neighbor, or take up a reproach against his neighbor? Or did he not walk uprightly, and work righteousness, and speak the truth in his heart?

"And that all this was not from the mere goodness of his

natural temper, but also from the grace of God adorning, beautifying, sweetening, and exalting it; as we may all of us (it may be) be induced to believe by his most grave and reverend deportment among us in the worship of God, so I am much more constrained to think by the manner of his dying.

“His end was peace. His hope was humble, even, steady. He told me, ‘that he was afraid, lest he had too much confidence of his future well-being.’ ‘I am afraid (said he) lest I should make my blameless, inoffensive life, my righteousness.’ He knew well and felt his need of a better righteousness than that, wherein to appear before God. He told his brother ‘that he had daily prayed to God for grace that he might do to others as he desired they should do for him.’ And if he daily asked for grace to help him in this comprehensive instance of his duty, no doubt but he implored it also that he might be kept without blame before God in other instances.

“Our work is to give God the glory and to seek his grace (which is sufficient for others and for us) that we may live blameless, and die repenting, and be found in Christ. God help us to transcribe in our lives the virtues which we beheld in our deceased brother. And the peace of God keep your hearts through Jesus Christ.”

To such a tribute to the character of Mr. Stoddard it is needless to add any thing.

By her marriage to Mr. Stoddard, Elizabeth (Richardson Shrimpton) Stoddard had three daughters: Mary, who was the third wife of the Rev. Dr. Charles Chauncy, of Boston, and died in December, 1783; Sarah, who married Deacon Thomas Greenough, 24th of May, 1750, and died 2d March, 1778; and Mehetable, who married William Hyslop, Esq., 25th October, 1750, and died 19th November, 1792. There were two other daughters, who died in infancy in the year of their birth. These daughters were therefore half-sisters of Elizabeth (Shrimpton) Yeamans (wife of John Yeamans), having the same mother, but not the same father. Elizabeth (Richardson Shrimpton) Stoddard died on the 25th of June, 1757.

In order to dock the entail created by the will of Elizabeth (Shrimpton) Stoddard (wife of Simeon Stoddard), a common recovery was suffered by John Yeamans and Shute Shrimpton





J H Bufford's Lith

John Yeomans.

Yeamans his son, for the use of John Yeamans the father, and his heirs in fee-simple, in the court of common pleas, January term, 1743-4.

The will of John Yeamans was dated 23d February, 1747. In it he gave all his estate, both real and personal, to his only son and heir, Shute Shrimpton Yeamans, in fee, subject to various legacies to friends and relatives.

In case of his son's death before him, he gave all his property to George Thomas, Esq., Samuel Martin, Esq., and Samuel Martin, Esq. the younger, all of Antigua, in trust for the use of his son aforesaid, in fee-tail. The individuals above mentioned were appointed executors of the will of said John Yeamans, provided his son die before him, otherwise Shute Shrimpton Yeamans was to be the executor. He was living at the time of his father's decease, and was consequently the executor of his father's estate, sole heir, and residuary legatee.

John Yeamans, whose lithograph from a beautiful miniature in the author's possession is upon the opposite page, was a grandson of Lieutenant-Governor John Yeamans, of Antigua,¹ and a nephew of Governor Shute, as before mentioned. He was a man of great energy of character, and his mind was of the most enlarged and comprehensive stamp. His plan for a bridge from Noddle's Island to Chelsea, and his successful exertions relative to the intercourse between the northern colonies and the English West India sugar colonies, furnish ample evidence in support of this estimate of his character.

He made Noddle's Island his home, and took a great interest

¹ Mention is made in history of a "Sir John Yeamans of the Northern Colonies," whose jurisdiction was extended over the settlements on the coast of South Carolina in 1670, and of which he was appointed governor in 1671. Whether he was identical with the lieutenant-governor of Antigua, or is of the same family, is impossible to determine, and still there is a probability that one of these suppositions is correct. He caused a number of slaves to be brought from Barbadoes, and in 1672 the slave system was introduced into South Carolina. This connection with "the Barbadoes" strengthens the idea that he was of the Antigua family. During his administration, he suppressed a serious insurrectionary movement in his colony, and drove the Spanish ships of war and land troops, which had been menacing the English, back to St. Augustine. He left the colony in 1674, and was succeeded by Joseph West. — Lossing's Field Book of the Revolution, Vol. II. p. 537, etc.

in its prosperity. Apparently foreseeing what its future destinies might be, he petitioned the town of Boston, in 1727, for leave to build a bridge from the Island to the main land at Chelsea. Mr. Yeamans owned a farm, called Newdigate's farm, of five hundred acres, near the meeting-house in North Chelsea, and this bridge would facilitate his intercourse between these two estates. The petition was granted on certain conditions, as expressed in a report made on the subject, which reads as follows:—

“ May 8, 1727. The Committee, having considered the subject-matter of the petition, and the objections of some of the inhabitants at Rumney Marsh, apprehend that the erecting a good substantial bridge from the main at Winnisimet side to Nodde's Island, will not be disadvantageous to the town of Boston provided the petitioner, John Yeamans Esqr. be obliged at his own cost and charge to make and keep in repair the aforesaid bridge forever, with convenient high-ways to the same, fit for man & horse to pass and repass as well to the bridge on Winnisimet side where the road may be altered for the accommodating the bridge, and so from thence thro' Nodde's Island to the place that may be assigned for transporting passengers and goods from the Island to Boston.

“ Provided also the town enjoy the sole privilege of the Ferry from Boston to the Island, & that the several persons, whose estates or interests on Rumney Marsh may anyways be prejudiced by erecting the aforesaid bridge, be made good to them in such proportion as a Committee for that purpose by the Great & General Court shall adjudge. But we conceive the suffering a Ferry from Winnisimet to Nodde's Island till such time as the bridge can conveniently be perfected will be very inconvenient & of disservice not only to Boston, but to all travellers in general.

“ May 4, 1727.

“ The Report was made and voted an acceptance.

{ Ezekiel Lewis,
John Colman,
Elisha Cooke,
Edward Hutchinson,
Thomas Cushing.”¹

¹ Town Records, Vol. II. p. 467.

So far as it appears from the records, he was the sole mover in this enterprise, and, having ample means, it cannot be doubted that he would have carried the plan into successful execution had he remained in the country. But soon after he obtained this grant, he engaged in an undertaking of a more public nature, and the successful issue of which gained him the gratitude of the Massachusetts colony. If Mr. Yeamans had remained here, and joined the Island to the main land in Chelsea by a bridge, and established a ferry to Boston, which he had obtained leave to do a century before the same thing was done by his descendants, no one can tell on which side of the channel the most populous part of the city would have been; and East Boston, instead of being called the Island Ward, might have been denominated the Island City. Many reasons justify such a supposition: the deep water in the channel, sufficiently deep to float the largest vessels that traverse the ocean; the southerly aspect, the good fresh water, the clay, the richness of its soil, the healthfulness, and beautiful prospect from the hills, and, indeed, very many other circumstances, which conduce to make the Island a desirable city locality. This is one of those frequent instances where accident, rather than design, determines the site of town and city.

Later in the same century, the subject of a bridge from Noddle's Island to Chelsea, and a ferry from the Island to Boston, was again proposed by some far-seeing individual, whose name we know not, but who plainly perceived the many advantages which the Island possessed for extensive improvements.

In the *New England Mercury* of 1796, a proposition was made by a "Bostonian," that a bridge be erected from Chelsea to Noddle's Island, and a good ferry opened from the Island to Boston. Some parts of that Island, he remarks, are extremely well calculated for dry docks, at very little expense, where vessels of any tonnage will be free from danger of fire or storms; and if a good set of stores were erected, with good cellars, most of the heavy goods, particularly naval stores, would soon be deposited for safety there; and in a short time, a very considerable settlement would take place,

which, of course, would extend this town, the Island being a part of it.¹

Could this unknown projector now see the accuracy with which his plans have been fulfilled, his astonishment would only be equalled by our own, as we look upon the mighty change which has passed over the Island, and upon the realization of ideas which then seemed so visionary. Perceiving the advantages which commerce and other industrial interests have received from the Island, and, through these, the benefit which the State itself derives, we can say with Shakspeare,

“ Why, here 's a change indeed in the commonwealth ! ”

The enterprise alluded to, which called Mr. Yeamans away from the Island before his plan for a bridge could be carried into effect, was an effort to procure an act of parliament which would restore the commercial intercourse between the British West Indies and the northern colonies of Great Britain, the trade of which had been entirely diverted to Martinico and other French islands. This was a matter of national interest ; and great praise is due to Mr. Yeamans for his arduous labors in the accomplishment of so desirable and important an object. From the fact that cargoes could be entered at the French sugar colonies free of duties, while the same articles were charged with duties at the British sugar colonies, the Americans did the most of their trading at the former, thus very much injuring the commerce of the British West Indies, and impoverishing the planters. The subject was one of great importance to the sugar colonies, to the merchants in London, whose interests were seriously affected, and to our own country.

The policy pursued by the parent government relative to the commerce and manufactures of the colonies was destructive to the best interests of the new settlements.² This system was commenced soon after tobacco was first imported into England

¹ See Appendix A.

² See Pitkin's Civil and Political Hist. of U. S., Vol. I. p. 93, etc., on this whole subject.

from Virginia, by subjecting it to heavy duties; and in consequence of this, the Virginia Company, in 1621, sent all their tobacco to Holland, thus occasioning a diminution of revenue, as well as considerable loss of national trade. To prevent this in future, an order of the king and council was issued, commanding "that no tobacco, or other productions of the colonies, should thenceforth be carried into any foreign ports, until they were first landed in England, and the customs paid." This was the commencement of a system of commercial monopoly to which the colonists were subjected. The celebrated Navigation Act of 1651 restricted the trade with the plantations, as well as with other parts of the world, to English built ships, belonging to English, or English plantation, subjects, with the exception of such articles of merchandise as should be imported directly from the original place of their growth or manufacture in Europe only. Both exports and imports were brought under the unjust and impolitic laws of limitation; and in 1663 it was declared, that "no commodity of the growth or manufacture of Europe shall be imported into any of the king's plantations, which are or shall be in Asia, Africa, or America, but what shall have been shipped in England, Wales, or town of Berwick, and in English built shipping," etc. The trade and intercourse between the colonies were still left free until, in 1672, certain colonial products transported from one colony to another were subjected to duties, such as white and brown sugars, tobacco, indigo, and cotton wool.

These different acts, which have been thus briefly alluded to, were considered by the colonists as highly injurious to their best interests. Said Sir William Berkley, governor of Virginia, "mighty and destructive have been the obstructions to our trade and navigation by that severe act of parliament, which excludes us from having any commerce with any nation in Europe but our own." In Massachusetts, the acts were totally disregarded, the general court informing the home government (1678), that these acts had never received their assent, and therefore were not obligatory; that they were "an invasion of the rights, liberties, and properties of the subjects of his majesty in the colony, *they not being represented in parliament.*" Thus

early did Massachusetts assert the great principle of *representation*; and, through her whole subsequent history to the time of the Revolution in 1775, did not fail to reiterate and maintain the position, that the colonies should have a voice in the making of the laws by which they were to be governed.

In 1730, and years immediately preceding and succeeding, the colonies, and especially those of New England, were engaged in a profitable trade with the French, Spanish, and Dutch West India islands. To these the northern colonies transported their fish, lumber, grain, horses, and cattle, and received in return the products of those islands. This trade was of great advantage to the northern colonies, as it enabled them to pay the balance, always against them in their *direct trade* with the parent country. The English sugar planters were not unmindful of the injurious effects of the policy of the mother country upon their prosperity, perceiving that the trade which naturally belonged to them was virtually driven away to foreign colonies by the singularly unjust system pursued by the government.

John Yeamans, who owned a sugar plantation in the island of Antigua, and had resided both in England and in the Massachusetts colony and was intimately acquainted with the whole subject, determined to make an effort to restore the trade between the northern colonies and the West India islands to its appropriate channels, and probably there was no one better qualified for the undertaking. Personally interested in the trade, acquainted with the condition and prospects of the colonies and the peculiar circumstances attending the subject, and belonging to influential circles in London, and possessed of a large share of public spirit, and of ample fortune, he was of all men best suited to the necessities of the case.

For the accomplishment of his object, Mr. Yeamans, at his own expense, went to the island of Antigua, where he, with some other residents of the Northern colonies (among whom were Mr. — Vassal, and Isaac Royal, father-in-law of Sir Wm. Pepperrell), owned estates, and commenced his labors for the restoration of the intercourse; he had the satisfaction of seeing his exertions crowned with success, at least to a great

extent, and enough to gain him the thanks and good wishes of the colonists and the honor of the thanks of both branches of the legislature.

While at Antigua, he obtained the signatures of the government officers, persons of rank, and the principal men, to a petition representing some of the points in the decline of trade, and setting forth the remedy. He went to England, and presented this petition to parliament. The original petition on parchment, handsomely written, with 248 autograph signatures, is in the possession of the writer; a copy is inserted in Appendix D.

There is also among the papers of Mr. Yeamans in the writer's possession a manuscript copy of a petition on the same subject, which was probably presented about the same time as the other one, and apparently from merchants in London. This petition, which is considerably shorter than the one previously mentioned, is as follows:—

“To the King's Most Excellent Majesty in Council.

“The humble Petition of severall Merch^{ts} Planters & others interested in & trading to your Majesties sugar Colonies in America.

“Sheweth,—That y^e Governors of the french sugar Colonies have of late years permitted & encouraged your Majesties subjects of Ireland & of y^e Northern Colonies to import into Martinico, & other French settlements provisions Horses & Lumbers & divers sorts of goods proper for the support & improvement of their Plantations. In return y^e Kingdom of Ireland & y^r Majesties colonies on the Continent of America are supplied from the French with Sugars, Rum, Molasses & such other Commodities as are also produced in & which were always purchas'd from y^r Majesties Sugar Colonies till this pernicious commerce was introduc'd & as your Petitioners have good reason to apprehend that this practise if not prevented will not only very much impoverish your Majesties Sugar Colonies but will also endanger the Entire loss of them whilst the French are thereby greatly enriched & Enabled to undersell your Majesties subjects in all foreign Marketts.

“Therefore your Petitioners most humbly pray your Majesty that all y^e Goods of y^e Growth product or manufacture of all

foreign Sugar Plantations in America be prohibited from being imported into Ireland or into any of your Majesties Colonies or Plantations & that your Petitioners may have such farther & other Relief as y^e nature of y^e Case requires & as your Majesty in your great wisdom shall think fit."

Mr. Yeamans followed up this business most assiduously, and fully showed himself to be a man of eminent abilities and executive powers. He was in constant intercourse with the ministry and with the opposition. His journal, kept at that time, while illustrating his own character, also shows us the manner of obtaining the passage of a bill through parliament. It also shows conclusively that the practice of "lobbying" is not, as is sometimes supposed, confined to republican forms of government, but is in full exercise in the model monarchy of the world; and that prime ministers, lords, and men of rank, originated that system of outside measures, which we have too willingly followed. Human nature is to be reached and dealt with in a monarchy as elsewhere; and men of all ranks are controlled by the same general laws, and are to be influenced in the same general way. In this journal we see that the outside meetings were the all-important ones, and that the private interviews with the leading men in power, or of the opposition, are the effectual means of attaining an end. This journal, showing the perseverance of Mr. Yeamans, and also being a record of intercourse with some of the most prominent men in the kingdom, among whom is Robert Walpole, prime minister, Lord Falmouth, Lord Wilmington, Lord Codrington, and others, must be interesting to the reader, and is inserted in the appendix; also, "Some Thoughts" on the bill for encouraging the sugar colonies, which gives some interesting items in reference to sugar, etc.¹

The efforts to obtain an act of parliament assisting the colonies were successful, and a bill passed both houses on the 4th of May, 1733.

These well-directed labors of Mr. Yeamans won for him the gratitude of the Massachusetts colony; and the benefits re-

¹ Appendix D.

ceived were of such a public nature as to call forth a public and official expression of grateful acknowledgments.

His public spirited exertions are thus noticed in a message from his excellency Gov. Shirley to both houses of the Massachusetts general court, delivered by the secretary on the 14th of January, 1746-7:—

“Gentlemen of the Council & House of Representatives I think it is fit, you should know the Obligation which this and his Majesty’s other Northern Colonies are under to John Yeamans Esq^r for a late Instance of his Endeavours to promote the Service of your & their Interests in common with those of the Sugar Colonies, for which purpose I have ordered the Secretary to read you a Paragraph out of his letter to me upon that subject, together with a Paper of Reasons drawn up by Mr Bollan on this occasion, & a Paragraph out of one of his Letters to me: And I would recommend to your Consideration, whether it might not be proper for you to pass a Vote of Thanks to Mr Yeamans for this Instance of his good Disposition for your Service.” (Court Records.)

We have never seen the paragraph from the letter of John Yeamans alluded to in the above message, nor that of Mr. Bollan’s; but a vote of thanks was passed in the house of representatives on Wednesday, 28 January, 1746-7, which we copy from the records of the court:—

“For as much as it appears to this Court, that John Yeamans Esq^r. has in divers Instances manifested his good Affection for this Province, in his Endeavours to promote the Interest thereof, in Great Britain, Ordered, that the Thanks of this Court be given to the said Mr Yeamans for his good Services, before mentioned, & that the Secretary be directed to transmit to him a Coppy of this Vote.

“In Council Read and Concur’d.

“Consented to by the Governour.”

This vote was received by Mr. Yeamans; and, in reply, the following letter was sent by him to the Massachusetts government. It is dated London, July 3d, 1747:—

“SIR,—A few days past I had the favour of your Letter

dated the 29th Jan^y. enclosing a vote of ye Generall Court, dated the 28th which does me more honour than I can claim by my disposition to Serve the Province & People of the Massachusetts Bay. Tis true, Sir, I admire their Public Spirit, their Zeal in Promoting, their Conduct & Courage in executing the most difficult as well as the most beneficial designs. Govern'd by such Views & having performed so much, they are entitled to the good wishes of every honest Man, the Countenance & Support of their Mother Country & the Full Reward of their Merit. This is the light in which I see them myself, the Language & Sentiments I hear from others every where uncontradicted. May the latter produce to the Province Effects answerable to the Justness of its Pretensions. I beg you will assure the Generall Court that I am extremely sensible of that Mark of their Esteem which You have convey'd to me by their Order, & that if I should have it in my power to do the Province any real service, it will fall still short of my Inclinations.

“I am with great Respect

“S^r your most obedient humble servant

“JOHN YEAMANS.”

It is thought that this account of the connection of our country, in its early history, with the sugar colonies, will be new to most of its readers, and will add a fresh page to our colonial records. It shows the practical workings of that policy which Great Britain pursued towards some of her colonies, and the perseverance of the colonists in their endeavors to establish commercial intercourse.

From a record in the Suffolk Deeds, it seems that Mr. Yeamans returned to this country, after the successful termination of his efforts; but it is uncertain how long he remained. The record states, that

“John Yeamans of London, *now residing* in Boston, New England — consideration £35 paid by Edw^d Hutchinson, Esq. of Boston, sell him A certain piece of outward wharf with the Flatts &c at the north end of Boston &c (granted 10 Dec 1696 to Saml Shrimpton). Given & Ac. 9 Nov^r 1744.”¹

¹ Suffolk Deeds, lib. 69, fol. 87.





John Milton

SEVENTEEN HUNDRED YEARS.

This extract renders it certain that he was in Boston as late as 1744; but when he returned to England is unknown. He was in London in 1747. All that we know of him subsequently to this date is, that he died on his estate at Richmond, Surry County, England, previous to the 4th of October, 1749.

Shute Shrimpton Yeamans (whose lithographic likeness is upon the opposite page) and his wife, Matilda Gunthorp, had two daughters and a son John, all of whom died young; also a son Shute, who died of consumption on his passage to America, 9th June, 1774, aged about twenty years. Shute Shrimpton Yeamans died in Richmond, England, Sept. 10, 1769, aged forty-eight years. The Boston Columbian Centinel, mentioning his death, says: "He was one of the Directors of the South Sea Company, and a staunch friend to New England."

His will was dated at Richmond County, Surrey, England, Aug. 4, 1768, and proved before the surrogate of London, Sept. 30, 1769. A copy was obtained, by Deacon Thomas Greenough, from the registry of the prerogative court of Canterbury.¹

In his will he gave to his sons large quantities of plate and jewels, and various legacies to relations; and *to his son Shute Yeamans £4,000 sterling, to be paid to him at the age of twenty-one years, with liberal legacies to his servants.*

The will then goes on to say: "I give & devise unto my said son Shute Yeamans & his Heirs, my Farm, with the Appurtenances called or known by the Name of Chelsea Farm, situate near Boston, in New England, in North America, & now let to Robert Temple Esq^r, at the Yearly Rent of £40, sterling. Provided always that if my s^d son Shute Yeamans, shall happen to dye before he shall attain the age of 21 yeares, then (subject and charged as aforesaid) I give & devise my said Farm, with the appurtenances, unto my sd son John Yeamans, & his Heirs. And subject and charged as aforesaid I Give & Devise all other my Lands, Hereditaments & Real Estate whatsoever, in the Island of Antigua in the West Indies, in the Provinces of New England & New Hampshire² in North

¹ It is in Suffolk Probate Records, of 1773, Vol. 73, fol. 350.

² In a letter from Robert Temple to Shute Shrimpton Yeamans, dated Bos-

America, or else where unto William Berners Esq^r. of Wolverston Park, in Suffolk, William Gunthorp, of Antigua, aforesaid, Esq^r. Samuel Mercer, of the City of London Esq^r, & Mr. Thomas Greenough of Boston in New England, aforesaid, their Heirs & assigns for ever, Upon the Trusts & to & for the Uses, Intents & Purposes hereinafter mentioned (that is to say) In Trust to receive the Rents, Issues & Profits thereof until one of my said sons, or their Issue shall attain the Age of 21 Years, or until both of them shall depart this Life without Issue, and to pay, apply & dispose of such Rents, Issues & Profits according to the Directions of this my Will & Subject thereto. To the Use of my son John Yeamans & the Heirs of his Body lawfully Issuing; and for Default of such Issue, to the Use of my son, Shute Yeamans & the Heirs of his Body lawfully Issuing; & for Default of such Issue, then To the Use and Behoof of my Aunts Mary Chauncy, Sarah Greenough & Mehetable Hyslop of Boston in New England aforesaid: & the Heirs of their respective Bodies lawfully begotten, or to be begotten, as Tenants in Common, & not as Joint Tenants. And for Default of such Issue, To the Use & Behoof of my own right Heirs forever."

Among other provisions is the following: "And all the rest and residue of my personal estate I give to my son, John Yeamans, to be delivered to him at his age of 21 years; and if my said son, John Yeamans, shall happen to depart this life before the age of 21 years & without issue, then I give and bequeath the same unto my said son Shute Yeamans, to be paid, transferred & delivered to him at his age of 21 years. And if both my said sons shall dye without Issue, before the age of 21 years, then I Give all the Rest & Residue of my Personal Estate unto my before Named Aunts, Mary Chauncy, Sarah Greenough, & Mehetable Hyslop, or such of them as shall be living at my decease, equally to be divided among them, if more than one be then living, Share and Share alike." He also appointed his trustees, before named, executors and guardians of the persons and estates of his sons.

ton, Dec. 5, 1749, is this clause: "Your presence is likewise much Wanted concerning some Lotts of land you have in y^e Province of New Hampshire, w^{ch} were formerly granted to Gov^r Shute, and are, now, I presume, y^r property." This was probably the Indian grant before mentioned.

The facts in regard to his two sons are these : John, the eldest, died in testator's lifetime ; and Shute, the younger son, died before reaching the age of twenty-one years, and without issue ; so that his three aunts in America became entitled to the residuary of the real estate of John Yeamans, but held in trust for them by the trustees named in the will. The interest of Shute's fortune, which by the will was £4,000 at four per cent., was £160 per annum ; but the executors suffered him to spend upwards of £1,200 during the first seventeen months after his father's death, and, finding there was no bounds to his expenses, they stopped their hands till a proper allowance for his maintenance should be settled by the court. Shute filed a bill against the three executors and trustees living in England. His brother being dead, he had hoped the executors would have made a yearly allowance for his maintenance and education far exceeding the interest of said £4,000, and would have purchased him a commission in the army out of the saving and income of the estate, etc., which he prayed them to do.

The executors answer, that the clear income of testator's real and personal estate is £1,500 per annum ; that they have paid the plaintiff a greater allowance than the interest of the said £4,000, and have been applied to to purchase him a commission in the army, and are ready to do as the court directs. On the 18th June, 1771, the chancellor, on reading the will, decreed that it should be referred to Mr. Graves to consider what was proper to be allowed for the maintenance and education of the plaintiff for the time past from the death of his father, and for the time to come ; and to inquire whether it was proper and for the benefit of the plaintiff to advance any and what sum of money for procuring him a commission in the army. This was never done, nor was any commission ever purchased.

The master, by his report, was of opinion, that £1,284 19s. 4d. (having been really expended with the approbation of the executors) was proper to be allowed for plaintiff's maintenance from his father's death till the 1st of February last, and £600 per annum for the time to come, which report was confirmed.

The increased allowance paid by the executors for the maintenance and education of Shute Yeamans, under this order

(beyond the interest of the legacy of £4,000 per annum), comes to upwards of £1,900.

On the 28th of April, 1774, the said Shute Yeamans, then residing in South Audley street, Grosvenor square, in the county of Middlesex, England, by his will, after providing for the payment of debts and a liberal legacy to his servant, gave the residue of all his estate and effects to Henry Perkins Weston, Esq. and William Davis, surgeon, for their own use forever, and appointed them executors. On the 9th of June, 1774, the said Shute Yeamans died, being on board a packet-ship bound to New York. The will took effect, and his plate and the £4,000 left him by his father passed out of the family into the hands of strangers.

In relation to the will of his father, Shute Shrimpton Yeamans, there were two questions that arose under it. One was, whether the devise of £4,000 to his son Shute, to be paid at the age of twenty-one, vested in him, he having died before reaching his majority. Mr. John Adams, who had recently distinguished himself as the defender of Capt. Preston at the Boston massacre, and who was subsequently the second president of the United States, who was consulted on this subject, gave his opinion (on the 14th of January, 1775), that, if Mr. Shute Yeamans was more than fourteen years of age when he made his will, he had a right to will away the £4,000 sterling, notwithstanding the limitation in his father's will. Because, at that age, by the better opinions, an infant may make a will of personal estate; and this legacy is given to him absolutely in his father's will, though it was not to be paid to him until he became of age.

Mr. Robert Bicknell (an English barrister, it is presumed) was also consulted on the matter, and his opinion coincided with that given by Mr. Adams.

The other question was, whether, upon the death of both the sons without issue, the aunts could obtain the immediate possession of this real estate; or, in other words, whether this use is executed in the aunts by the statute of 27 Henry VIII. chap. 10, or whether the estate should still be held in trust for them. To which Mr. Adams replied: " My opinion upon the whole is,

that this use is not executed by the statute, but that the land must remain in the trustees, to enable them to perform the trust, i. e. to receive the rents, issues, and profits, and pay, apply, and dispose of them according to the will."¹

Shute Shrimpton Yeamans' devise in favor of his three aunts, Mary Chauncy, Sarah Greenough, and Mehetable Hyslop, the daughters of Mr. David Stoddard, having thus taken effect by reason of the death of his sons without issue, they suffered a common recovery of the Noddle's Island and other estates in United States of America, and thereby became tenants in common in fee-simple. Each of the "three aunts" thus had one third, or, for greater convenience in subsequent calculations, two sixths, of that estate. Mrs. Greenough's two sixths descended to her two children, David S. and William, one sixth to each, in fee. Mrs. Hyslop's two sixths to her two children, David and Elizabeth, one sixth to each, in fee. Mrs. Chauncy's two sixths were divided between the Rev. William Greenough and Elizabeth (Hyslop) Sumner, the wife of Governor Sumner, one sixth to each, in fee. As it was thought at this time that David Hyslop would never marry, on account of his infirmities, Mrs. Chauncy did not give the fee of any part of her two sixths to him, as otherwise probably would have been done, but divided the fee of the whole of her share between William Greenough and Elizabeth Sumner, who were children of her two sisters, they paying in equal portions to David Hyslop, during his life, one third of the income of her share.² David S. Greenough bought the two sixths which his brother William thus acquired (one sixth from his mother, and one sixth from Mrs. Chauncy), and consequently assumed his brother's life obligation to David Hyslop.

Thus David S. Greenough became possessed of the fee of

¹ The original document of John Adams, drawn up at full length by his own hand, and signed by him, is in the writer's possession, and, besides being valuable as an autograph, is inserted in Appendix E. as an opinion of so distinguished a man upon a question of law.

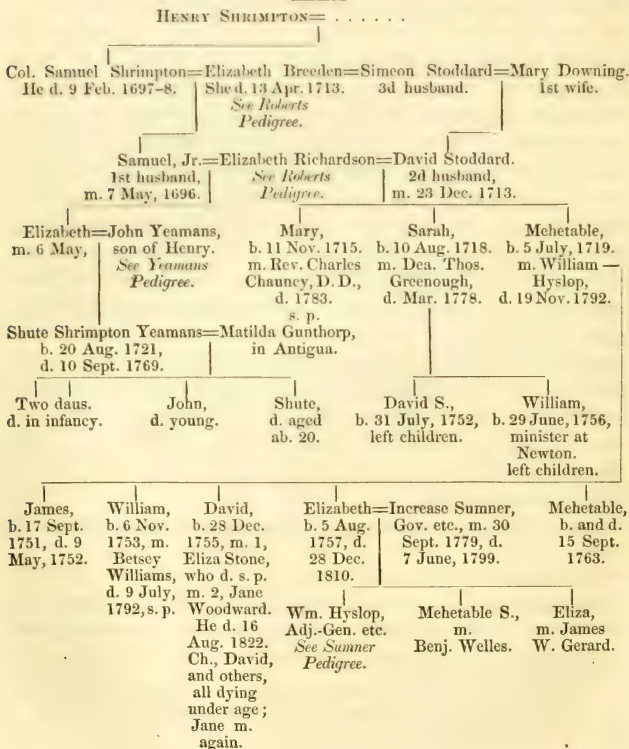
² A bond to this effect from William Greenough, Increase Sumner, and Elizabeth Sumner, his wife, to David Hyslop, dated on the 27th of February, 1782, is on record in the Suffolk Registry, lib. 134, fol. 4.

three sixths, Elizabeth (Hyslop) Sumner of two sixths, and David Hyslop of one sixth, of the whole Island (in the right of his mother). Or,

David S. Greenough, three sixths,
Elizabeth (H.) Sumner, two sixths,
David Hyslop, one sixth.

From the heirs of these three proprietors, the East Boston Company derived their whole title, as will be fully set forth as we advance in the history.¹

¹ SHRIMPTON PEDIGREE.



No common recovery having been suffered in Antigua by Mrs. Chauncy, her third part of the Yeamans estate in that Island descended, at her death, to the heirs-at-law of Shute Shrimpton Yeamans. The other sisters, Sarah and Mehetable, having each suffered a common recovery in that island, their two thirds of the estate descended to their heirs in fee, and were sold for their benefit, in 1818, by General Sumner (who went to Antigua for that purpose) at the rate of £16,000 sterling for the whole, payable by bills on London, which were five per cent. above the par value of gold and silver. Mr. Robertson, who was the purchaser of the estate, then offered to exchange the bills on London at that advance for Spanish milled dollars at par, if General Sumner would receive them at his residence in the neighboring island of Montserrat. This proposal was accepted under the advice of Mr. Perit, of the house of Goodhue & Perit (who was his intelligent travelling companion on the homeward passage), who anticipated a high premium in New York for the Spanish milled dollars for the India market. A contract was made with the captain of the brig *Edward Byam*, in which the writer had taken passage, to stop at Montserrat on his way to New York and take the specie on board. The boxes of coin, having the seal of the Bank of England upon them, were not all opened, the labor of counting being too great. In eleven days from the time the dollars were loaded, they were landed in New York, and, being in great demand for exportation, were immediately sold to Pickman and Lander, India merchants, at four and a half per cent. advance. Thus the whole expenses of the voyage and of the sale of the estate were more than covered by the premiums on the exchange of the bills in London for specie in Antigua and the sale of the specie in New York, and the account was so settled with D. S. Greenough, Esq. for the proprietors.

The custom of the island, in regard to conveyances, differed from that prevalent in this country. There the purchaser is at the expense of the conveyances, and the grantor signs the deed made out by the purchaser's attorney, which is a matter of some importance, as the expenses in this instance of drawing the deeds (which was done by Mr. Musgrave, the solicitor-

general, who was employed by the purchaser) amounted to over £100.

In the previous pages the descent of the right and possession of the Island from 1633 to the formation of the East Boston Company has been detailed; but, in order to present the successive ownership in a clear light, unincumbered by other subjects, the title may be concisely stated as follows:—

In 1633, the general court granted the Island to Samuel Maverick “to enjoy to him and his heirs forever,” under certain conditions.

In 1650, Samuel Maverick and his wife, conjointly with their son Nathaniel, sold it to Capt. George Briggs of Barbadoes, who, the same year, conveyed it to the above-mentioned Nathaniel, by whom it was, on the same day (28th Oct. 1650), conveyed to Col. John Burch of Barbadoes and his heirs forever.

In 1656-7, Thomas Broughton purchased the Island, through Richard Leader, his attorney, who took the deed in his own name and in the name of Richard Newbold. On account of embarrassments, Broughton conveyed it, with other property (19th April, 1659), to Henry Shrimpton and Richard Cooke of Boston, and Walter Price of Salem, in trust for his creditors. Shrimpton declined this trust, as full possession of Noddle’s Island had previously been given to Walter Price.

In 1662, Richard Cooke and Walter Price, as assignees of Broughton, commenced a suit against Richard Newbold (before mentioned) for withholding about £850 (part of the purchase-money) and interest for several years, and a verdict was given for the plaintiffs. The execution issued on the 31st of March, 1663, was extended upon the whole of Noddle’s Island as the possession of Newbold, excepting one hundred and seventy acres, which the execution did not cover. The Island was then delivered to Richard Cooke, excepting the one hundred and seventy acres which remained to Newbold.

In 1664, Sir Thomas Temple bought all Richard Cooke’s right and title in the Island; and,

In 1667, bought all of Newbold’s remaining right and title, and thus became possessed of the whole Island.

In 1670, Samuel Shrimpton purchased it of Sir Thomas Temple; and,

In 1682, by the payment of thirty pounds to the State, cleared it of the conditions in the grant to Maverick, and thus became *the first person who held it in his own right in fee-simple.*

By the provisions of an indenture dated 20th August, 1680, and by Samuel Shrimpton's will, dated 5th June, 1697, Mrs. Elizabeth Shrimpton, his widow, became possessed of the whole Island. She married, for a second husband, Simeon Stoddard. In her will (11th April, 1713) she devised the Island to her granddaughter Elizabeth Shrimpton, the daughter of Samuel Shrimpton, Jr., who became subsequently the wife of John Yeamans, to hold "during her natural life, and after her decease to the heirs of her body to be lawfully begotten," and for want of such issue, "to the right heirs of my said late husband, the said Shrimpton forever." The widow of Samuel Shrimpton, Jr. (whose maiden name was Elizabeth Richardson) married David Stoddard, and by this marriage she had three daughters, Mary (third wife of Dr. Charles Chauncy, of Boston), Sarah (wife of Deacon Thomas Greenough), and Mehetable (wife of William Hyslop). In order to dock the entail created by the will of Mrs. Simeon Stoddard (former wife of Samuel Shrimpton), a common recovery was suffered by John Yeamans and his son Shute Shrimpton Yeamans, for the use of the father (John Yeamans) and his heirs in fee-simple. (C. C. P. January Term, 1743-4.)

John Yeamans, in his will (23d Feb., 1747), gave all his estate, real and personal (a part of which came to him by inheritance from his own ancestors), to his only son and heir, Shute Shrimpton Yeamans, subject to various legacies to friends and relations; and upon the death of his father, Shute Shrimpton Yeamans, became sole heir and residuary legatee. S. S. Yeamans, in his will (Aug. 4, 1768), gave Noddle's Island in trust for his two sons, John and Shute, "until one of my said sons, or their issue, shall attain the age of twenty-one years, or until both of them shall depart this life without issue," to wit, "to the use of my son John Yeamans, and the heirs of his body lawfully issuing; and for default of such issue, to the use of my son Shute Yeamans, and the heirs of

his body lawfully issuing; and for default of such issue, then to the use and behoof of my aunts, Mary Chauncy, Sarah Greenough, and Mehetable Hyslop, of Boston," "and the heirs of their respective bodies lawfully begotten or to be begotten, as tenants in common, and not as joint-tenants; and for default of such issue, to the use and behoof of my own right heirs forever."

Both of these sons, John and Shute, died before the age of 21 years, and without issue; consequently S. S. Yeamans' devise took effect in favor of his three aunts, children of David Stoddard, Mary Chauncy, Sarah Greenough, and Mehetable Hyslop. They suffered a common recovery of the Noddle's Island estate, and became tenants in common in fee-simple. Each of the "three aunts" thus had the fee of one third of the Island. Mrs. Greenough's one third descended to her two children, David S. and William, one sixth to each, in fee. The fee of Mrs. Chauncy's one third came by the deed to lead the uses of the common recovery to William Greenough and Elizabeth (Hyslop) Sumner, one sixth to each, they paying in equal portions to David Hyslop, during his life, one third of the income arising therefrom. David L. Greenough bought out his brother William, and thus assumed his brother's obligation to David Hyslop.

By all this —

David S. Greenough owned in fee three sixths of the whole Island.

David Hyslop " " one sixth " " "

Elizabeth (Hyslop) Sumner " two sixths " " "

David S. Greenough's son David was the inheritor of all his father's portion, and died intestate, leaving it to his widow and children. Their estate was sold by the order of court confirmed by the legislature to William H. Sumner, who sold it to the East Boston Company. David Hyslop's one sixth was sold by his widow, then the wife of John Hayden, to the East Boston Company. Elizabeth (Hyslop) Sumner's one third was set off in the division of her estate to her daughter, Eliza Gerard, by whom it was conveyed to the East Boston Company.

Such, in few words, is the title of the Island property from Samuel Maverick, the first grantee, to its purchase by the East Boston Company. The minute details of the different transfers have been set forth in the preceding chapters.





Increase Sumner

CHAPTER XI.

BIOGRAPHICAL SKETCHES.

To give completeness to the record of those who, at different times, were interested in the island, it is necessary to speak more particularly of the husbands of the "three aunts" to whom Shute Shrimpton Yeamans devised his property, as has been minutely set forth in the previous chapter, and also to notice some of the children of these devisees. Consequently, the biographies of Dr. Chauncy, Thomas Greenough, and William Hyslop, with brief notices of their respective families and direct descendants, will now be given, so far as is considered necessary, and as fully as a limited space will allow.

REV. CHARLES CHAUNCY, D.D., was a direct descendant of Charles Chauncy, who was elected, in 1654, the second president of Harvard University. The family, in all its branches, was eminent for high religious character, literary attainments, and official position. President Chauncy was a man of distinguished ability and of excellent scholarship; and such was the extent of his literary acquisitions, that Mather styled him the "Cadmus" who brought letters to this country. He was a prominent man in his profession in England, and his free expression of opinion brought him under the displeasure of the notorious Archbishop Laud, and his troubles were neither few nor small. On account of his attainments in oriental literature, he was appointed professor of Hebrew in Trinity College, Cambridge, England, but declined the office, and was then appointed professor of Greek in the same institution. He emigrated to this country in the latter part of the year 1637, and, after preaching a few years in Scituate, was, in 1654, elected president of Harvard University, which office he held until the commence-

ment of 1771, immediately previous to his death, which occurred on the 19th of February of the same year.

Dr. Charles Chauncy, the subject of this notice, was born on the 1st of January, 1705, and was a great-grandson of the president, being the son of Charles Chauncy, merchant in Boston, who was the son of Isaac Chauncy, the eldest son of the president. He inherited the superior abilities of his distinguished ancestor, and some of his peculiarities, at least his love for religious controversy. He was not alone in this mode of warfare, for all the divines of that day were ardent in their prejudices for or against any doctrine, and zealous in public discussion. He entered Harvard University at the early age of twelve years, and received his first degree in 1721. President Wadsworth, one of the pastors of the first church in Boston, having removed to Cambridge, a fast was immediately kept by the congregation, and measures were taken to obtain another pastor, as an associate with the Rev. Thomas Foxcroft. Mr. Chauncy was chosen on the 12th of June, 1727, and ordained on the 25th of October following. Mr. Chauncy preached the sermon from Matthew, 28th chapter, 20th verse, and Cotton Mather gave the fellowship of the churches. Emerson, who was a subsequent pastor of this church, in his history of the first church in Boston, says: "During forty-two years the pastors, Foxcroft and Chauncy, lived together in the greatest harmony with each other and their flock. The affairs of the church were in a flourishing condition. She saw her elder pastor unrivalled in popularity as a preacher, and already marked in his young colleague the dawn of those brilliant powers which were destined to enlighten and improve the age." The house of worship of the first church in Boston was erected upon the site where Brazer's building now stands, and was subsequently removed to Washington street, upon the ground now covered by Joy's building. In this church Dr. Chauncy preached, and some time after his death, and during the ministrations of his successor, Dr. Clark, Mr. Joy proposed to the society then owning the church to convey it to him, and he would build them one on their land in Summer street; his proposal was agreed to and carried into effect. In the new house built by Mr. Joy upon the society's land in Summer street, the Thursday morning lec-

ture, at 11 o'clock, of the First Association of Congregational Ministers, has been held weekly from that time to the present, as it ever had been in the old church on Washington street. The land on Summer street, on which the church was built, was the parsonage occupied by Dr. Chauncy, his two story wooden dwelling-house occupying the ground nearly opposite the Mercantile Library building.

As a literary man Dr. Chauncy was very industrious, and published a great many sermons and lectures, as well as a number of larger works, which excited much attention. "As a student, his conceptions were quick; as a theologian, he was learned and liberal; as a writer, plain, argumentative, and vigorous; as a preacher, sincere, unaffected, and at times deeply impressive; as a politician, open, inflexible, and patriotic; as a man, sudden and vehement in his temper, eminently upright, with a seriousness suited to his profession, and an earnestness appropriate to a period when the most essential rights of freemen were brought into jeopardy, and were to be secured for his country at last only by the hazardous claim and triumphant assumption of national independence. In politics he was an honest patriot, and as such, never wavered in asserting American rights."

On all occasions and under all circumstances, he ever appeared on the side of liberty and justice. An instance of this occurred at the first barbecue in Boston of which there is any account, which took place on election day in 1770. The general court was ordered to meet at the College buildings in Cambridge the last Wednesday of May, 1770. This was just after the Boston massacre, on the 5th of March, and the governor could not be persuaded to have the legislature meet in Boston. A number of the patriots in that town, or, as they were termed in the language of the time, "friends to the rights of North America," anticipating the state of things between the legislature and the royal officers, made preparations for a public popular festival in Boston on election day. An ox was roasted on the Common, the animal having been carried through the town the day before, dressed with garlands and ribbons. Religious services were held at noon. Rev. Samuel Mather, "a worthy descendant of those Christian patriots, Increase and

Cotton," made the prayer, and the Rev. Dr. Chauncy, "that inflexible assertor of our civil and religious rights," preached the sermon. A dinner at Faneuil Hall, and the distribution of the ox among the poor, concluded the day. Thus the people of Boston celebrated "election," without any great and general court, governor, or military display. They had a barbecue on the Common, and a sermon from the beloved Dr. Chauncy, and punch, according to the custom of those days, in Faneuil Hall, and could well afford to dispense with the usual routine of the May election of those times.¹

¹ Boston Transcript, Aug. 21, 1856. The Williams Journal of Daily Occurrences on Noddle's Island mentions another barbecue, which took place in 1793, and, in referring to it, speaks of the "great preparations for the civic feast," and of "the ox to be roasted for the poor of the town, and a number of public dinners." A fuller description of this is given in the paper we have cited, and will doubtless interest the reader. We quote nearly verbatim:—

"An ox was roasted in Boston at a great public festival in 1793, under circumstances of a novel and unique character. In 1792, the citizens of the United States took deep interest in the early movements of the French Revolution, and it was thought proper that a great civic feast should be given in this city in honor of the patriots of France. Accordingly, after due preparation, a public festival was arranged, and Thursday, Jan. 24th, 1793, was assigned as the day for the celebration.

"So general were the rejoicings at the victories of the friends of 'Liberty and Equality' in France, who followed the example of the American revolutionists, that several celebrations took place in Boston. There was a dinner at Faneuil Hall, at which 'Citizen' Samuel Adams presided, a collation near the stump of the 'Liberty Tree,' at the South end, a great public feast in State street, and numerous military and civic dinners in other parts of the town. The main interest of the celebration, however, was centred in the barbecue in State street. An ox was purchased by subscription and roasted whole, leaving the head and horns entire. The cooking operation was performed near Copp's Hill, the night previous to the festival. A procession formed in Ferry street, at the North end, afterwards Lynn street, now part of Commercial street, on the morning of the 24th, and marched through Middle (Hanover), and Union streets, up Cornhill (now Washington street), on to the Liberty Stump, thence to the right on Common street to the dwelling of 'Citizen' John Hancock, on Beacon street; thence to the house of 'Citizen' Samuel Adams, in Winter street; thence through Summer to Federal street, and through Kilby to State street. In passing the meeting-house in Federal street the procession halted, and the chairman of the proprietors of the church gave a congratulatory address in behalf of the society, in whose place of worship the Constitution of

Many incidents occur to the writer's mind illustrative of Dr. Chauncy's character. The following is one which shows the

the United States was ratified by the delegates of Massachusetts, and in commemoration of which event the street received its name of 'Federal.' When the procession reached 'Oliver's Dock,' a salute of fifteen guns was fired, and the space christened 'Liberty Square,' which it retains to this day.

"The roasted ox, weighing 1,000 lbs., was in this procession, elevated twenty feet upon a great wooden spit. It was drawn by fifteen horses, and was gaily dressed with ribbons; the horns were gilded, and ornamented with the flags of the United States and France. At the end of the spit was the motto, 'Peace-offering to Liberty and Equality.' The ox was followed by a large cart containing *eight hundred loaves of bread*, drawn by six horses; next came a *hogshead of punch*, drawn by six horses; then followed a second load of eight hundred loaves of bread and a second hogshead of punch. Tables were laid in State street, the whole length east of the old State house. There was some difficulty in the equal distribution of the roast beef, and it has always been said that the punch was mighty strong; but all accounts say that the highest degree of cheerfulness and good-will prevailed.

"All the youths of the town were paraded in State street, in ranks, between which a cart was driven, from whence each one was presented with a civic cake impressed with the words 'Liberty and Equality.' A liberty pole was erected in Liberty square in the evening, and the horns of the roasted ox were placed on the top, where they remained several years. Two balloons, ornamented with mottos, were sent up during the afternoon, under the direction of some French visitors. The remnants of the bread were sent to the jail and almshouse, but the punch was all consumed by the patriotic assembly.

"A purse was raised to pay the debts and fines of such persons as were confined in jail, and they were released 'to breathe the air of Liberty.' It was arranged that the people of Charlestown and Boston should drink to the health of each other at 4 o'clock in the afternoon, and the measure was carried into effect with 'all the honors.' We have before us the diary of the pastor of one of the Boston churches at this time, and we find a memorandum therein acknowledging the reception of nine dollars from the civic feast, and a list of nine persons to whom it was distributed. There were celebrations on the same day in Charlestown, Roxbury, Medford, and Watertown. In Roxbury a purse was raised to furnish a free festival for the poor, that all classes might celebrate the day devoted to 'Liberty and Equality.'

"A writer, in narrating the joyous events of this barbecue, wishes for the 'pen of a Burke to describe the scene which State street exhibited on this occasion.' He says: 'While the streets, houses, yea, even the chimney-tops, were covered with male spectators, the balconies and middle stories of the houses exhibited beves of our amiable and beautiful women, who, by their smiles and approbation, cast a pleasing lustre over the festive scenes.' The Columbian Centinel closes its account of the festival with these words: 'It

generous and benevolent feelings which characterized him in his intercourse with other people.

Observing the promising talents of Samuel Sewall, who, on account of family misfortunes, was in needy circumstances, he started a subscription paper to raise money to carry him through college, and, heading it with his own name, put it in circulation. By the assistance of money raised in this way, Mr. Sewall was enabled to obtain a liberal education, and in after-life showed that the sagacity, confidence, and generosity of Dr. Chauncy were not misplaced, and out of gratitude to his benefactor he named a son Charles Chauncy Sewall, afterward a clergyman in Medfield, Mass. Another trait in his character was industry; and he never lost a moment in imparting instruction, but took every occasion to convey some useful lesson to those about him, and especially to children. The writer well remembers once visiting at the house of his uncle Chauncy when a child, and, with others of his own age, was in the doctor's study. The doctor took some raisins in his hand, and showing them to the children, said, "Now, children, I am going to teach you a lesson of *self-denial*; I will throw these raisins upon the floor, and you must not touch them until I give you

must be added, to the credit of the citizens of this metropolis, that, though the utmost hilarity and frolic were exhibited, not one accident happened or an event intervened that could give pain to the heart of sensibility.'

"This celebration, like most others, had its 'shady side.' It was held the same week on which Louis the Sixteenth ascended the scaffold in Paris. A vessel from France soon brought news that the king had fallen a victim to the popular feeling. Such a use of the guillotine shocked the public mind, and the horns of the ox on the liberty pole in Boston were dressed in mourning."

The writer witnessed the enthusiastic celebration, and well remembers, that, although all political parties united in it, yet upon hearing of the execution of the king upon the scaffold, there was much regret that such a celebration had taken place. All the leading federalists had joined in the festival, in the belief that the despotic king, in granting the people a parliament, had established principles of liberty which would be lasting. But when it was found that the revolutionists went to those extremes which led to the death of the same monarch who had conceded to the people those principles of liberty to which their desires were limited, the public sentiment was nearly as unanimous in lamenting the celebration, as it had been, a short time previous, in extolling it.

leave." He then scattered them upon the floor, and we all stood around looking wistfully at the forbidden fruit and sorely tempted to taste, until the doctor, having made us wait sufficiently long to test the truth of his lesson, told us to "*scrabble for them*," which we did with earnestness.

After the death of Dr. Mayhew, Dr. Chauncy followed him in opposing Episcopacy, and entered the lists against Dr. Chandler of New Jersey, and, in 1771, published his historical views on that subject, a work of learning and ability. In 1784, his book entitled the "*Mystery hid for Ages, or the Salvation of all Men*," was published. This called forth, in reply, the distinguished theologian and controversialist, Dr. Jonathan Edwards.

Dr. Chauncy was also greatly opposed to itinerant preaching, which, in his estimation, threatened as much danger to the Congregational worship established in New England, as the introduction of bishops from the mother country. He classed the celebrated Whitefield among the itinerant ranters, and rendered himself very conspicuous in his opposition to him, and to the extraordinary religious excitement which prevailed throughout New England in 1743. His antipathy to Whitefield was very strong; and in public and private, and in letters to Whitefield himself, he showed his hostile feelings. In a letter to Rev. Nathaniel Chauncy, a kinsman, dated March 16th, 1742-3, he says:—

"Mr. Whitefield is strongly expected over this spring by his friends. I'm satisfied his vanity was never so well pleased as with the hosannas of ministers and parishioners in these parts of the earth; and it would not be strange to me, if he should be inclined to have his vanity gratified again in the same way: Though if he comes with any such expectation, I hope he will meet with disappointment. I trust there are some who will think it proper, if he should again appear among us, to magnify themselves and their office. I hope the ministers in the country (I can't be bound for the ministers in Boston, all of them) will let him know they look upon him but as a man, and a man of smaller talents than many among themselves; and will properly testify against his itinerating practice, which, in my

opinion, is the source of all our disorder; nor will they be satisfied till this way of conduct has an end put to it."

In another letter, after mentioning a report that Mr. Whitefield was soon to make another visit to this country, he says:—

"The news came so direct that I fear we shall again be thrown into disorder by the grand promoter of all the confusion that has been in the land."

Dr. Chauncy and Dr. Edwards, "the two great men among the clergy in New England at that time," differed in their estimate of the qualities of the revival in which Whitefield and Davenport were engaged, and in respect to the measures which they employed; and each had his adherents. Their course of life and all their associations had been entirely different, and they looked at the subject from different points of view.

An anecdote is recalled of Dr. Chauncy and Whitefield, which well illustrates their intercourse and laconic replies.

Soon after Whitefield landed in Boston, on his second visit to this country, he and Dr. Chauncy met in the street, and, touching their hats with courteous dignity, bowed each to the other. "So you have returned, Dr. Whitefield, have you?" He replied, "Yes, Reverend Sir, in the service of the Lord." "I am sorry to hear it," said Chauncy. "So is the Devil!" was the answer given, as the two divines, stepping aside at a distance from each other, touched their hats and passed on.¹

In 1747, Dr. Chauncy preached the annual "election sermon" before the governor and legislature; and in it he reproved very pointedly many of his hearers for legislating in such a manner as to injure the morals of the province. Some of the members were so piqued at the sermon,—as were those of the city government in relation to the Rev. Mr. Alger's recent discourse,—

¹ In an old newspaper, under the date of the 8th of October, 1770, is a just tribute to the memory of Whitefield; and an incident is related, which shows the estimation in which he was held by the people of Boston.

"Early on Monday Morning last a Number of Gentlemen set out from hence for Newbury Port, in order to convey the Corps of the Reverend Mr. Whitefield, to this Town, to be interred: But the people of Newbury Port would not allow it to be brought away they having prepared a Brick Tomb, under the Presbyterian Meeting House."

that they hesitated, and debated in court whether they should, according to the ordinary custom, print it. Dr. Chauncy was informed of this fact. He sharply replied, "It shall be printed, whether the general court print it or not. And do you, sir," addressing his informant, "say from me, that if I wanted to initiate and instruct a person in all kinds of iniquity and double-dealing, I would send him to our general court!"

In this connection the writer can mention a traditionary anecdote of the husband of the first of the three aunts to whom Noddle's Island was devised, which, even if it has before been printed, will bear repetition. Dr. Cooper, pastor of Brattle Street church, was an ardent politician. He took a prominent part in the Revolutionary movements, and was so engaged in them that he found no time to write his weekly sermons. Consequently, he was in the habit of exchanging pulpits with any and every one he could secure, until he became quite notorious for this practice. He and Dr. Chauncy were associates, and were frequently at each other's houses, and thus became well known to the other inmates. Dr. Chauncy had a negro servant, a bright, active fellow, who one day came to him and said, in the genuine negro *naïveté*, showing his old coat with its rents and defacements, "Massa, I must have a new coat." "Why so?" said the doctor. The negro, holding up his coat as before, said, "Dis is too bad, massa; I'm quite ashamed on 't." "Well," said Dr. Chauncy, "if you are ashamed of it, go into my study, take one of my old coats, and put it on and wear it." "Dares n't do it, massa." "But why not? give some reason why you will not do as I tell you?" "If you must know the reason, massa, I'll tell you. 'Tis because, if Dr. Cooper sees me, I'm afraid he will ask me to change." It will not be out of place to say, that Dr. Cooper had such a remarkably pleasing manner of address that he was called "the silver tongued Cooper," and was honored with the classic compliment, under his printed portrait, "*Cujus etiam a lingua melle dulcior fluebat oratio.*"

Another anecdote has been told the writer, by a descendant of one of the parties, which still further illustrates the positiveness of the character of Dr. Chauncy, if not of both the contro-

versialists. The doctor's wife had a nephew, who was pastor of an Orthodox church in Newton, and as he was riding into town one day to call upon his aunt, he met his uncle Chauncy, who accosted him with, "What is the news in the country?" Mr. Greenough answered, "I know of nothing, only it is very dry." "You lie! Billy. It is not dry in the country." "I lie, sir! I know it to be true; I have just come from home, and know what I say." "I don't care what you say; I was in my garden this morning, and it never looked better." "But, notwithstanding what you say about your garden in town, it is dry in the country, and what I know of my own knowledge I will assert, let who will contradict me." "Yes; and if it be so, it only proves that you are a wicked people, and are under God's wrath and curse, and hence you suffer."

Dr. Chauncy continued his labors as pastor of the First church in Boston, until his death, on the 10th of February, 1787, leaving to his survivors the recollections of a man eminent for his talents, learning, and love of civil and religious liberty.

His mother was Sarah, daughter of Judge Walley of the supreme court, and sister of the wife of Dr. Joseph Sewall, of Boston. His first wife was Elizabeth Hirst, daughter of Grove Hirst, Esq., of Boston, and Elizabeth his wife, who was the eldest sister of Dr. Sewall; and sister of Mary Hirst, wife of Sir William Pepperell. His second wife was the daughter of ——— Phillips. His third wife was MARY, eldest daughter of David Stoddard and Elizabeth (Richardson Shrimpton) Stoddard (widow of Samuel Shrimpton, Jr.), and who became one of three joint owners of Noddle's Island). By his first wife he had three children, Charles, Elizabeth, and Sarah. Elizabeth married the Hon. Benjamin Greenleaf of Newbury, judge of probate for Essex county. By this marriage she had two sons and four daughters, the oldest of which, Elizabeth, born in 1761, and named for her mother, married Theophilus Parsons, subsequently chief justice of Massachusetts.

It was in this way that Mrs. Chauncy's share of the Yeamans family plate, being personal property, descended to the heirs of her husband and was distributed among them; and in

this manner it is supposed a part of it came into the possession of Chief Justice Parsons, he having married the daughter of Judge Greenleaf, whose wife was Dr. Chauncy's daughter.

There is no particular account of the first and second wives of Dr. Chauncy; but there is abundant evidence that Mrs. Mary Chauncy was a woman of exalted character, and was endeared by her good qualities to all who enjoyed the pleasure of her acquaintance. Dr. Clarke, in the funeral discourse, which he preached on the 21st of Dec., 1783, speaks of her in the highest terms as a woman and a Christian. Among many other remarks of a similar nature, he says: "I can bear witness to the most exalted purity and devotion, the most extensive benevolence, unaffected humility, forbearance, and condescension. In her I always discovered that meek and quiet spirit which is of such value in the sight of God. The dictates of the gospel were wrought into the frame of her soul, and she acquired such habits of gentleness, courtesy, and forbearance, as secured her the best treatment from all with whom she was connected." It is inferred that the sermon was never printed, for a manuscript copy of it, under black margin and cover, was given to her sister, Mrs. Hyslop; this is now in the possession of the writer.

DEACON THOMAS GREENOUGH, whose second wife was Sarah, daughter of David Stoddard, was born in Boston on the 6th of May, 1710. He was the son of John and Elizabeth (Gross), and the grandson of Captain William Greenough, who, about the year 1650, emigrated to this country from the west of England, and died 6th August, 1693. His father and grandfather were ship-builders, having their ship-yard at the North End, in the vicinity of the present Winnisimet ferry. From this early connection and familiarity with matters pertaining to navigation, the grandson was easily and naturally led to embrace the occupation of a mathematical instrument maker. This business he pursued with skill and success through his life.

Although of an active temperament and of a firm and decided character, the recorded events of his life are neither numerous or prominent. He managed his own property and the estates of others confided to his care with prudence and good

judgment. A good citizen and a devoted Christian, he gave his ready advice and hearty energies to the furtherance of the busy movements of his native city, both religious and political.

Related by birth, as well as connected by his two marriages, with many of the leading North End families, his associations, no less than his inclinations, led him to embrace the side of the people in the great struggle for liberty which began in Massachusetts. He was a member of various town committees raised before and during the occupation of Boston by British troops, and throughout the whole contest, of which he lived to witness the triumphant close, he adhered unflinchingly to the cause of his country.

His parents were members of the Second church, but he was one of the proprietors of the New Brick church, and one of its deacons from 1755 until its union with the Old North, or Second, church, in 1779. After the union, he continued to hold the same office till his death, 1st of May, 1785. There is evidence that he was one of the most useful and respected members of the church and society. During the years of his strength, says one competent to speak on this point, he served the church with great assiduity and constancy. His name occurs as frequently as any other in connection with all important measures. He was chosen on nearly all committees, and acted as treasurer for the New Brick church for several years.

He left by his two wives a large family of children. He married, for his first wife, Martha, daughter of the prominent and wealthy merchant, William Clarke. His second was SARAH, daughter of David Stoddard, who, jointly with her sisters, Mrs. Chauncy and Mrs. Hyslop, were the devisees of Shute Shrimpton Yeamans, and thus the owners of Noddle's Island, which was a part of his estate. Deacon Greenough was attorney, with Dr. Clarke, of S. S. Yeamans, and also had the management of several other estates in America.

A little anecdote, illustrative of Deacon Greenough's strict integrity, and of the scrupulous pertinacity of himself, and others with whom he was connected in the business affairs of the Yeamans estate, will perhaps be interesting to others, as well as to members of the family. The fact that there were differences on other subjects between Mr. Greenough and Mr. Hyslop gives point to the anecdote.

In 1779, the Chelsea farm was leased to H. H. Williams, also the tenant of Noddle's Island, for £300 per annum. This rent, of course, was divided between Dr. Chauncy, Deacon Greenough, and Mr. Hyslop, the husbands of the three devisees. The author has in his possession an envelope containing Mr. Hyslop's share of the rent of the Chelsea farm for 1779, in seven bills of credit, with the words, "This is Mr. Hyslop's money," on the outside, and in the inside the following statement of Deacon Greenough:—

"This hundred pounds is one third of the rent for Chelsea Farm. Dr. Chauncy and myself Lett the said Farm for the year 1779 to March 25 1780, to Mr. Williams for three hundred pounds, and I took the money and gave Mr. Williams a Receipt in full. I paid Dr. Chauncy his hundred pounds, and sent the inclosed hundred pounds to Brother Hyslope, and he sent it back to me, and sent word he would not receive it of me, but would receive it of Williams. I told Williams he must take the money back and pay it to Mr. Hyslope, but he said he would not, so I have kept it for whoever it belongs to.

THOS. GREENOUGH."

The seven bills mentioned are in the old tenor, and are of the nominal value of £334; but by depreciation it appears were, at the time of this statement, worth only £100.

The REV. WILLIAM GREENOUGH, son of Deacon Thomas Greenough, just noticed, was born in Boston on the 29th of June, 1756.¹ His early years were principally spent in his native town, and, after passing through the requisite courses of study, he graduated with high honors at Yale College in 1774, and remained at New Haven for the two or three succeeding years as a resident graduate. A few years later (1779) he was admitted a member of the Second church in Boston, under the Rev. Dr. John Lothrop. He chose the ministry as his profession, but it is not certainly known with whom he studied. The Rev. Dr. Jenks, a friend and contemporary, says he has ever thought that

¹ This sketch is principally from the Biography of Rev. Mr. Greenough, in Sprague's Annals of the American Pulpit, Vol. II. p. 187, written by the Rev. Dr. William Jenks.

he took the advice occasionally of his learned kinsman, Dr. Chauncy. The same gentleman also remarks, that he supposes Mr. Greenough to have meditated the law as a profession, or, perhaps, mercantile business, from a remark made to him by Mr. Greenough concerning his (Mr. G.'s) eldest son, "If I thought he would suffer as much as I did in determining on the choice of a profession, I could hardly desire his life." His strong and well-balanced mind and his excellent reasoning powers would have made him eminent as a lawyer, or successful as a business man.

Newton, originally Newtown or Cambridge village, was first included in Cambridge, which bore itself the prior name of Newtown. After a twenty years' struggle, Newton was made a corporation, in 1678. But prior to this (July 20th, 1662), a church had been gathered, a pastor settled, and a parish formed. Of this church, John Eliot, Jr., the son of the "Apostle Eliot," was the first minister. In October, 1781, another church was formed, over which the Rev. William Greenough was ordained in the following November, on which occasion the Rev. Dr. Lothrop preached the sermon.

He was instrumental in preparing the measures which led to the formation of Park street church, being connected with some of the leading families in the Old South; but, after its establishment, was, for some unknown reason, seldom seen in its pulpit. He was also, by a liberal subscription, one of the founders of the "Society for promoting Christian Knowledge," a society whose specific object was to check the tendency to "Hopkinsianism," about the commencement of the present century. He delivered and published both his charges at the installations of Mr. Fay and Dr. Griffin; also a sermon before the society for foreign missions in 1814. He was twice married: first, to Abigail, daughter of the Rev. Stephen Badger of Natick, 1st June, 1785; and on the 22d May, 1799, to Lydia Haskins of Boston. There were children by both of these marriages. After a long and successful ministry, he died at Newton on the 7th of November, 1831, in the seventy-sixth year of his age. His last illness was severe and trying, but he bore it with the most exemplary submission.

He eminently deserved the title of "an Israelite indeed, in

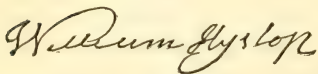
whom is no guile." This was his prominent characteristic, and that which distinguished him from ordinary good men and the generality of ministers. He once remarked to Dr. Jenks, in a case requiring no small degree of moral courage, "If ministers will not go forward, who will?" This was the spirit of his life. He was possessed of tender sympathies, and was ever ready to serve a friend; yet his manner was blunt (see anecdote on page 268), savoring somewhat of the "fine old Englishman gentleman" or "country Esquire" of former days, rather than the measured, guarded, and circumspect demeanor of the wary, discreet, and polished clergyman and scholar. Still, there was nothing of coarseness or ill-manner in his intercourse with others. His convictions were deep and thorough, and he had great reverence for God, the Bible, the sabbath, and Christian ordinances. He had a sincere hatred of sin, pointed and honest; his deportment was fearless, independent, and conscientious, and in the simplicity and integrity of his heart he wondered at the cunning, duplicity, and hypocrisy of others, and did not hesitate to reprove with humanity and Christian compassion, but with marked decision and abhorrence. In religious belief he was a Calvinist of the old school, and adhered to these principles with unyielding tenacity. His sermons were distinguished for simplicity, sound sense, and a clear exposition of his own well-defined views. In the various duties of man, minister, citizen, and father, he exercised an almost unerring judgment, and was observant of the proprieties of time and place. The sabbath he regarded as sacred; it is recorded of him, that he once married a couple on the sabbath, but refused to take the customary fee, as he considered it wrong to take money upon the Lord's day. Accustomed to the use of money, of which he had a comfortable amount by inheritance, he was quick to notice a miserly disposition in others. Once, when on an exchange with a brother clergyman, he lost his horse and chaise by fire, and no offer was made to compensate him for his loss. This circumstance called forth the remark from Mr. Greenough, that, "If God in his providence took no better care of his ministers than the people do, their condition would be deplorable."

In his personal appearance he was tall, slim, and a little stooping, and was active in the study and upon his farm.

Through his whole life he exemplified those qualities which endeared him to his friends, and secured the confidence of all in him as a man, citizen, and pastor.

At one time the Rev. William Greenough was the owner of two sixths of Noddle's Island (one sixth from his mother and one sixth from Mrs. Chauncy), but subsequently sold all his interest to his brother, David S. Greenough.

WILLIAM HYSLOP, son of James Hyslop, came from Humly Parish, near Haddington Co., East Lowden, in Scotland. He was baptized on the 20th of September, 1714.



In 1746 he was a merchant in Boston, and a wholesale importer of Scotch goods from Glasgow, particularly Bibles, of which he sold immense numbers. His store was on Codman's wharf, which was sold to the city for the Quincy Market House by the heirs of John Codman, to whom Mr. Hyslop had previously conveyed his part of it, and it was burned down in the great fire in Boston in 1760. The site is now covered by the granite stores of South Market street. Mr. Hyslop had intended to give this store to the writer, his grandson, on account of the name, William Hyslop Sumner, and had mentioned his purpose to some members of the family. But Mr. Codman disappointed the expectations, for he went one day to Mr. Hyslop, and asked him how much he would take for the store? "Not any thing," said he, "I do not wish to sell it." "But I will tempt you with such an offer that you cannot refuse?" "I tell you I will not sell it; I have made another disposition of it." "I will give you double the amount you paid for it." This tempting offer, which yielded a profit very uncommon in those days, Mr. Hyslop could not resist, and, lest it should be withdrawn quickly, replied, "You shall have it;" and in this way the store passed out of the family. To relieve the disappointment, he gave to the writer £100 towards his collegiate education; and this sum with the interest, amounting to \$545.52, paid about two thirds of his college expenses.

Mr. Hyslop was a very strong Calvinist; and when the Brattle street church, of which he was a member, proposed to

have an organ, he strenuously opposed it as a wicked innovation. No organs were used at that time except by the Episcopalians, and the proposition to have one in a Congregational church so far conflicted with his ideas of devout religious worship, that he said he should leave the church if they carried it into effect. The organ had been sent for, however; and in due course of time it arrived from London, in the ship *Minerva*, Captain Scott, which anchored off Long wharf. Dr. Thacher, the minister of Brattle street church, and Dr. Eckley, of the Old South (whose sanction and countenance Dr. Thacher desired on the occasion), both Calvinists, waited upon Mr. Hyslop at Brookline, and acquainted him with the fact of the arrival of the ship with the organ on board. "And what are you going to do with it?" said he indignantly. "Set it up," was the reply. "You remember what I told you," said Mr. Hyslop, "that I never would hear it, and I never will. But as you have been at the expense of importing it, I have a proposition to make, and that is, if you will tell me the cost of it, and will throw it overboard, I will pay for it!" The organ, however, was set up, and Mr. Hyslop discontinued his attendance at Brattle street, and went to the Rev. Mr. Jackson's church, at Brookline, where he resided. Even here, however, he was not free from annoyance, as a bass-viol was used in that choir, which he considered to be a base violation of church propriety, and on a certain occasion he was heard to exclaim, "If I could only get hold of that big fiddle, I'd smash it to pieces."

He resided on the farm in Brookline owned for about a century and a half by the Boylston family. One of the members of this family, Dr. Zabdiel Boylston, an eminent physician of Boston, was born on it in 1680, and after a long and distinguished life died there, in 1766, in the eighty-seventh year of his age. The parchment deed of this farm of about seventy acres is in the writer's possession. He it was who introduced the inoculation of the smallpox into Boston, in 1720. He first tried it in his own family, and meeting with success, soon extended it to several hundreds, and completely demonstrated the utility and usefulness of the practice. Cotton Mather had observed a letter of Timonius from Constantinople, and a treatise of Pyllarinus, Venitian consul at Smyrna, giving a

favorable account of the operation, and he recommended a trial to the physicians of the town; but they all declined it except Dr. Boylston, who thus made himself very obnoxious. The medical faculty in general disapproved of his conduct, sober and pious people were struck with horror, he was often insulted in the streets, and his life was often in danger from violence. This was previous to its introduction into Great Britain, which afterwards took place in consequence of its success here. On visiting England in 1725, he was elected Fellow of the Royal Society, and received many other flattering attentions.¹

Nicholas Boylston, by his will, dated Aug. 1, 1771, with pious intentions directed his executors to buy this estate of Mr. Hyslop, and convey it to the church in Brookline; but this was never accomplished. On the division of Mr. Hyslop's estate between his son and daughter, the homestead fell to his son David, who occupied it for several years. In his will he devised it to his wife for life, and, after her death, to his sister Sumner's children. Thirteen acres of it was lately sold to the city of Boston for the Water Reservoir, at \$900 per acre, subject to the widow's dower, and the residue to Mr. Mortimer C. Ferris, for \$1,100 an acre.

On the 25th of October, 1750, William Hyslop married Mehetable, daughter of David and Elizabeth Stoddard. She died on the 19th of November, 1792, in the seventy-fourth year of her age. He survived his wife but about four years, dying on the 11th of August, 1796, in the eighty-third year of his age. William Hyslop and Mehetable his wife had five children,—James, William, David, Elizabeth, who was married to Gov. Increase Sumner, the writer's father, and Mehetable.²

¹ See Drake's Hist. of Boston, pp. 561–563, and notes thereto, for curious information relative to the smallpox in Boston, and the violent opposition to, and progress of, inoculation. It is a noteworthy fact, that Lady Mary Wortley Montague introduced it into England. She began with her little daughter Mary, afterward Lady Bute, wife of the celebrated minister of George III., who rendered himself conspicuous in advocating the measures against the colonies which brought on the Revolution.

² James was born 17th Sept., 1751, died 9th May, 1752; William was born 6th Nov., 1753, married Betsey Williams of Salem on the 11th of June, 1787, and died 9th July, 1792, aged 39, leaving no children; David was born 28th

Mr. Hyslop died possessed of a large property, which he had accumulated by his own industry. He was particularly observant of the forms and ordinances of the strictest order of the Scotch Presbyterian church, and scrupulous in the observance of the principles of his religion. He was a friend and correspondent of the learned Scotch divine, John Erskine, and the writer has in his possession many autograph letters of that distinguished clergyman, and also a volume of his sermons which the reverend doctor presented to his mother, with whom he kept up an interesting correspondence. He was also a friend and correspondent of the eminent divine and patriot, the Rev. Dr. Witherspoon of Princeton College, and the letters in the writer's possession show the intimacy and good feeling existing between them.

Mrs. Hyslop was a devout and exemplary Christian, an amiable and affectionate wife, and very kind-hearted and attentive to all with whom she associated. A family custom comes to mind which recalls Mr. Hyslop and his wife; she was in the habit of placing at the fire every evening at 8 o'clock, a silver can of port wine and water, a wine-glass of which both she and her husband would take before going to bed after evening prayers at 9 o'clock.

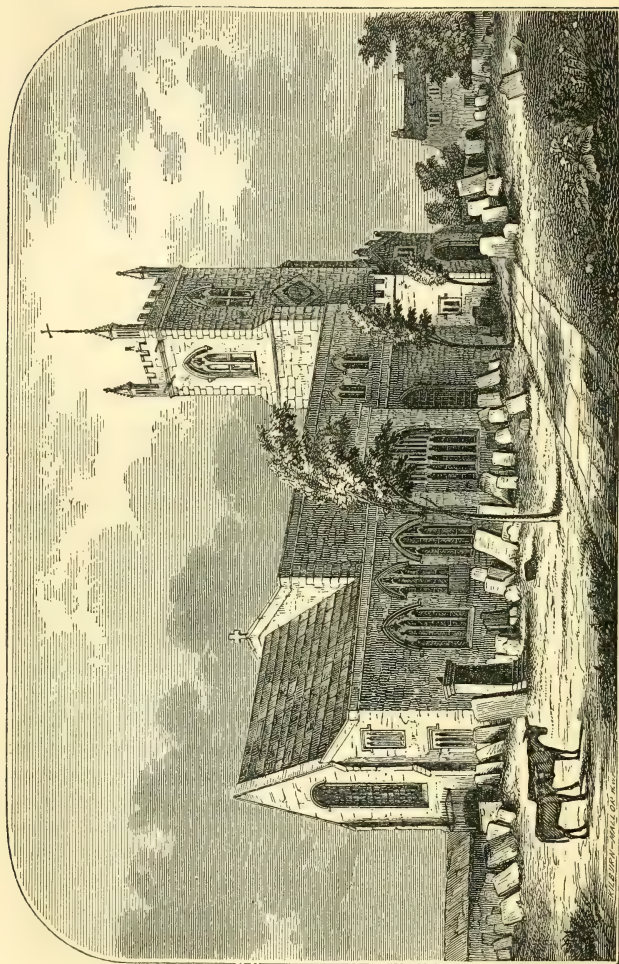
Among the distinguishing traits in Mr. Hyslop's character were his generosity to the suffering poor, and his universal kindness of feeling and manner, and discreet philanthropy. He, with his patriotic friend, the Rev. Dr. Witherspoon, were members of the society for propagating the gospel among the Indians, and in furtherance of this cause he left a large legacy to Samuel Kirkland, a missionary among the Indians in New York, and father of President Kirkland of Harvard University; he also increased the value of this legacy by adding to it many books.

The fact that he once cut down a fine walnut tree, in order that the children might pick the fruit without danger to life or limb in climbing the tree, shows in a striking manner his tender

Dec. 1755, and died 16th Aug. 1822; Elizabeth, born 5th Aug. 1757, and died 28th Dec. 1810; Mehetable, born 15th Sept. 1763, and died the same day.

regard for, and desire to please, the young. His kindness of feeling was singularly manifest in his treatment of the brute creation, and the writer recalls an anecdote which well illustrates this point. He would not suffer any animal to be ill-treated by his servants, and even interdicted Thomas, his coachman, the use of his whip upon the coach-horses, — so much so that they went fast or slow at their own will, and at last even stopped to rest at the foot of the hill which led to his own house. One day when they stopped in the mud at the bottom of this long, steep, and somewhat miry hill, Thomas said he could not get them along unless he gave them a good thrashing. Mr. Hyslop answered him through the front window of the carriage, which was let down, "Give me the reins; then go to the stable and get a measure of corn and hold it before the horses' noses, and let them taste it and try whether the grain will not do as well as the whip. Go before them up the hill shaking the grain in the measure, and see if they do not follow you to the front door of my house, whence, I dare say, you can get them to the stable without any severity, which I forbid under all circumstances." Thomas did as he was directed, and the horses unhesitatingly followed him up the hill.

INCREASE SUMNER, governor of Massachusetts, and husband of Elizabeth (Hyslop) Sumner, the owner of one third of Noddle's Island, was born in Roxbury, now in Norfolk county, then a part of Suffolk, on the 27th of November, 1746. His portrait, painted when he was in the forty-seventh year of his age by Major John Johnson, and an engraving of which by the accomplished artist H. W. Smith faces the opening of this chapter, was taken in the robes worn by the justices of the supreme judicial court until about the year 1792, soon after the appointment of Judge Dawes to the bench. In the year 1797, after he was chosen governor, the portrait was retouched, and the hair dressed and powdered as he then wore it. The correctness of the likeness is simply but beautifully expressed in a note to the author from a niece of the governor, Mrs. Lucy Sheafe (formerly Miss Cushing), who passed many of her youthful days in his family. In acknowledging the receipt of the Memoir of Governor Sumner, which contained the likeness



Church St. Edburg at Bicester, Oxford county, England.

inserted in this volume, her feelings find expression in the touching words, "On opening the book the perfect likeness of my dear uncle filled my eyes with tears, as the book fell from my hands."

Governor Sumner descended from a long line of worthy ancestry, as will be seen by the pedigree facing page 291.¹ He united in a most happy manner all those qualities which characterize the man, the citizen, the jurist, and statesman, and secured for himself the esteem and confidence of all those with whom he associated. The rudiments of learning he acquired under the instruction of the late Judge William Cushing, preceptor of the public grammar-school in Roxbury, and he was also the pupil of Joseph Warren, the first martyr in the cause of American liberty, who for a time was teacher of the same school.² His father having with reluctance yielded to the persuasion of his instructors to give him a classical education, he entered Harvard College in 1763. During the course of study his reputation justified the predictions of his friends, and he graduated with high honors in 1767. Having studied law for two years in the office of Samuel Quincy, an eminent barrister and the solicitor-general of the province, he was admitted to

¹ William Sumner, the first of the family in this country, with his wife Mary, settled in Dorchester, Mass., about the year 1635; he was born about the year 1605, and came from Burcester in Oxfordshire. His father, Roger, was buried, and he himself was baptized, in the Church St. Edburg, Bicester, which was erected about the year 1400 on the site and with the materials of a more ancient structure built by St. Birinus. Accompanying the text is an engraving of this church, from a drawing taken on the spot, by Mr. H. G. Somerby, in 1854.

² The records of the school (page 54 of "Abstract of Ancient Records and other Papers of the Free Schoole in Roxburie") state, under the date of the 11th of April, 1760, that "Then the feofees agreed with Mr. Joseph Warren to take the school for one quarter of a year." And among the files of old papers pertaining to school matters is an autograph letter of Joseph Warren, dated "Boston, December, 1761," stating a balance of his salary to be due him, "by payment of which to my mother, or order, you will greatly oblige, Gentlemen,

Your H. Servant

"JOSEPH WARREN."

Following this is the receipt of his mother, dated "Roxbury, Dec. 18th, 1761," and signed "Mary Warren."

the bar in 1770, and opened his office in Roxbury in the house in which his mother resided until her death. The people found him intelligent and worthy of confidence, and his business in the profession soon became important and lucrative. He was early called by his friends into public life, and filled various positions of honor and trust with eminent success.

In 1775, in order to escape the danger from the firing of the enemy from his advance lines on Roxbury Neck, he moved, with his mother's family, to his Morgan farm in Dorchester. Here he grafted many trees, which are still in bearing.

In 1776 (May 22d), a period of great difficulties and fearful apprehensions, he was chosen a member of the "Great and General Court to be Convened, held and kept, for the Government Service at the Meeting House in Watertown," etc.¹ He was reelected to the same office the following year (May 14th, 1777), and by a vote passed on the same day held a seat in the convention which met that year for agreeing on a form of government. As no report of the proceedings was ever made, it is impossible to tell the part which any one took in the deliberations. The vote by which he held his seat in this convention is thus recorded: "Voted to Instruct their Representative to joyn in the House of Representatives in One Body with the Council to form such a Constitution of Government as they shall judge Best Calculated to Promote the Happiness of this State and to be under Such Restrictions as are mentioned in a Resolve of the General Court pa^d the 5th Day of May, 1777."²

In 1778 (May 20th), Mr. Sumner was again chosen to represent the town at the general court. On the 10th of the follow-

¹ Roxbury Town Records, Vol. II. p. 263. Upon the same page, and as a part of the record of the same town meeting, is an entry which is very interesting as anticipating the Declaration of Independence, and highly complimentary to the patriotism of the inhabitants. "Also To Know the Minds of the Inhabitants of This Town Whither they will Instruct and Advise the Persons chosen to Represent them in the Great and General Court, if the Honorable Congress should for the Safety of the said Colonys Declare them Independant of the King of Great Brittan, they the Said Inhabitants, will Solemnly Engage with their lives and fortunes to support them in the Measures.

"Voted and Pas^d in the Affirmative."

² Ibid. 273.

ing June, a town meeting was held (Mr. Sumner, moderator), "To take into consideration and determine upon a certain form or constitution of civil government agreed on and sent out to the several towns and plantations in this state for their approbation or rejection." The "form of civil government" was unanimously rejected, and the town passed a vote instructing Mr. Sumner, their representative, "to use his influence in the General Court that the proposed form of government be rejected on account of its being introduced and acted upon at a very improper time, the circumstances of the country requiring greater attention to the means of defence than any forms of civil government."¹

Mr. Sumner was again chosen representative in 1779 (May 19th),^r but at his own request was excused from serving, and the town passed a vote of thanks to him for his past services. In the following July he was appointed chairman of a committee for "appreciating the currency, and reducing the exorbitant prices of the necessaries of life;" and in August he was unanimously chosen a delegate to the convention to be held at Cambridge "for the sole purpose of forming a Constitution." At a town meeting held on the 17th of May, 1780, "to take into consideration the Constitution and form of civil government lately transmitted to them by the Convention," Mr. Sumner was appointed on a committee for that purpose, and a report was made to the same meeting. A vote of the town is also recorded to the effect that the sum of twelve pounds per day be allowed him for his services in the convention. After having served his town in the house of representatives for three years, and being honored with a fourth election to the same office, which he declined, he was, in 1780, elected a senator for the county of Suffolk, which office he filled the two succeeding years by the almost unanimous choice of his constituents.

In 1782, Mr. Sumner was elected a member of congress by the legislature, but never took his seat in that body. In August of the same year he was made an associate judge of the su-

¹ Roxbury Town Records, Vol. II. p. 284. See Barry's Hist. Mass. Vol. III. Chap. V., for a succinct account of the constitutional conventions, and the state of public opinion at the time.

preme judicial court. This distinction was thought by all to be merited. He was then only thirty-six years of age, but the public had confidence in his learning, integrity, and ability, and the court considered him an acquisition to the bench. His preference in 1782 for a judicial to a political office, was the turning-point in his pursuits in life. For the judicial office he proved himself to be eminently qualified, and for fourteen years showed himself to the public, in the words of a biographer, as "a dispassionate, impartial, discerning, able, and accomplished judge."

In the reference to the portrait of Governor Sumner, allusion was made to the costume in which it was taken. The dress of the judges before the Revolution, and which was continued by them afterward, was a black silk gown worn over a full black suit, white bands, and a silk bag for the hair. This was worn by the judges in civil causes, and criminal trials, excepting those for capital offences. In these they wore scarlet robes with black velvet collars, and cuffs to their large sleeves, and black velvet facings to their robes. The dignified appearance of the judges, in either dress, made an impression upon the public mind of reverence for the authority of the law. The use of the robes was discontinued soon after the appointment of Judge Dawes to the bench. The judge was a man of small stature, of a most amiable and excellent disposition, somewhat of a poet, but had a slight impediment in his speech, which made him lisp. Dana, the chief justice, was also of small stature, but had a very impressive and authoritative manner. The chief justice took umbrage at this appointment, on account of what he considered the undignified appearance and utterance of Judge Dawes, and alleged that it was not for his qualifications, but by the influence of his father, who was a member of Governor Hancock's council, that he was appointed. Soon after Judge Dawes took his seat upon the bench, the chief justice came into court without his robes, while the side judges had theirs on. Upon their retiring to the lobby after the adjournment of the court, Judge Sumner remonstrated with the chief justice against his undignified appearance without his robes, and said, "If you leave yours off, Chief Justice, we shall ours also; but remember what I say, if the people get accus-

tomed to seeing the judges in a common dress, without their robes, the court will never be able to resume them." The chief justice, with a remark of great asperity, persisted in his determination, and from that period the robes, which gave such dignity to the bench, were discontinued.

In 1785, Judge Sumner was chosen by the legislature one of a committee to revise the laws of the commonwealth. This appointment was highly complimentary, inasmuch as the committee originally consisted of the most eminent jurists in the State, the Hon. Francis Dana, the Hon. Samuel Dexter, and Theophilus Parsons, Esq. By a *separate resolve* of the legislature, Judge Sumner was added to that committee, which had been appointed the previous year. Thus was shown, in the most emphatic manner, the estimation in which he was held, and the confidence of the community in his talents and judgment. He was also a member of the Massachusetts convention which was called in 1789 for the purpose of discussing the federal constitution, which had been sent to the several States for their adoption — a question of the highest moment, requiring for its discussion those qualities of mind with which he was eminently endowed, and which fitted him to take a leading position among the able men who sat in that body. The result of that convention it is needless to repeat.

He was in favor of a restriction upon the electors in our State constitution, so that no person could vote unless, besides a year's residence in the town in which he claimed to vote, "he had a freehold estate in the same town of the annual income of three pounds, or any estate of the value of sixty pounds." Judge Sumner thought that if a man had some property at stake, he would feel its influence upon every vote he gave; that the specified pecuniary qualification was low, and that the provision was a happy medium between the restraints of aristocracy and the licentiousness of democracy. The decision of the question of the pecuniary qualification of the voters was what gave the government the hope of stability at its starting, and yet only seven years after it went into operation, Fisher Ames, among many others, predicted its speedy downfall.

The writer well remembers a conversation which he heard between Judge Sumner, at his own gate in Roxbury, where

he was dealing with a marketer, and Mr. Ames, who, on his way from Dedham to Boston, frequently stopped to give the judge a passing word. "What's the news this morning, Judge?" said he. Just then Mr. Mears, a neighbor, and attached to the tory party, as he walked by the market cart, inquired of the judge what he gave a pound for butter; who answered, "ninepence." "Ninepence a pound for butter! ninepence a pound for butter!" repeating the words. "It did not use to be so in King George's day; ninepence for sixpence! This is your new government, is it? Ninepence a pound for butter! it won't last;" and repeating the words "ninepence a pound," jogged on, and left the judge and Mr. Ames together, when the latter observed, "I am somewhat of that man's mind. It won't last. What do you think of it, Judge? I say it won't last; at least, I fear it won't." The judge, who always took the bright side of things, answered, "I do not fear it. The machinery is complex, but it is new. Let us see how it works. Let us give it a fair trial, Mr. Ames."

Some time afterward Mr. Ames stopped again, and the following conversation occurred: "Well, Judge, what do you think of your constitution now?" "Why, has any thing taken place?" "Have you not heard of the doings of the Roxbury town meeting yesterday? it is in the morning paper." "I have not seen the paper," said the judge, "what did they do?" "It is your own town, and surely you do not want a Dedham man to tell you what was done in a Roxbury town meeting. You will be sorry to hear, Judge, that your constitution has given way in the point of your greatest security. After a long debate, not unpremeditatedly, the town decided that a man has an estate of the value of sixty pounds, if he is able to earn that sum within the year." "What!" answered the judge, "without having a freehold estate, or having in possession any personal property of that value?" "No property at all, as I understand it, Judge. A carpenter who owned his tools, but nothing else, and who was able to work for his living, they admitted to vote for a representative to the general court, and General Heath led the majority. You see how it works. What do you think of it now, Judge?" "Why," said the judge, "that construction never entered into any man's mind. It amounts

almost to universal suffrage ; that construction of it will never prevail ; but if it does, brother Ames, I must say that my confidence in it is very much diminished."

There was a great intimacy between the families of Judge Sumner and Judge William Cushing, whose brother married Judge Sumner's sister, and a pleasant and interesting correspondence was always kept up between them, and their letters abounded in wisdom, wit, and kind feelings. In a letter from Judge Sumner to Judge Cushing, dated 14th February, 1794, is an anecdote which will interest the reader. It is as follows :

"I forgot to mention that Prince Edward, fourth son of George, the British king, is now in Boston, from Quebec, waiting a ship from Halifax to convey him to the West Indies to take the command of the British forces there. I have not seen him yet, but expect to dine in company with him to-morrow. Cousin Mary Cushing is now with us, on a visit, and says she saw him last evening at a very crowded assembly, where he behaved with great ease and politeness, and that he danced gracefully, to the entire approbation of all the ladies.¹ A small incident he met with on the journey from Canada, he thus relates : At a tavern, an honest New England man thus accosted him : ' Well, how do you do, sir ? and are you really the son of King George ? ' He answered that he was. ' Amazing ! ' said the man ; ' and how does your daddy do ? ' ' He was well,' said the prince, ' when I heard last from him.' ' Well, now,' said the honest man, ' do n't you think he was wrong in quarrelling with America as he did ? ' ' I do n't know but he was,' said the other, ' but there's no foreseeing, at all times, how matters will turn out.' ' True,' said the man, ' but if it had n't been for that plaguy quarrel, I suppose he might have been king here yet.' Although our honest citizen came to the point rather abruptly, he seemed to understand it, and, I suppose, was will-

¹ The Williams journal mentions this incident in the following language : — " Saturday, 15th Feb. 1794. I forgot to mention yesterday that the assembly was honored by his Highness, Prince Edward, who danced with Mrs. Russell ; the room was much crowded to behold his honor ; his dress was very plain, and everybody was delighted with him."

ing to let the prince philosophize upon, and dilate the principle he advanced, at his leisure."

In April, 1797, Judge Sumner was elected governor of Massachusetts. He had long been looked upon as the most prominent character to fill that high office, and, indeed, in 1796, before he was a candidate, he received the spontaneous suffrages of a large portion of the people. The only objection was, that it would remove him from the supreme bench, where he had served the community with ability, fidelity, and usefulness. Out of about 25,000 votes, the whole number cast, he received nearly 15,000, and so acceptable was his administration, that in the succeeding year he received more than 17,000 out of 21,000 votes, many towns, and some of them very large ones, giving him their unanimous vote. A third time he was elected to the gubernatorial chair, and with an unanimity unparalleled in the history of state elections. He had the unanimous votes of the citizens of 180 towns out of 393, the whole number in the State, while several large and influential towns, as New Bedford, Watertown, etc., gave him every vote but one! and out of 33,013 votes, the whole number cast, he received 24,073. Dr. Hawks, the distinguished divine, of New York, in speaking of this election, remarked to the writer, that nearest to the unanimous vote which was given to Washington was that of Increase Sumner as governor of Massachusetts.

It was during his administration that the new State house was completed. On the 11th of January, 1798, the government moved in procession from the old to the new State house, and took formal possession of it. Upon the following day, the governor opened the session of the legislature with a speech, in which he used the following appropriate language:—

"We will, then, under the smiles of heaven, unite in dedicating this house to the *honor, freedom, independence, and security of our country*. In this house may the true principles of the best system of civil government the world has ever seen, be uniformly supported. Here may every practice and principle be successfully opposed that tends to impair it. Here may every act of the legislature be the result of cool deliberation and sound judgment. And in this house, on all necessary occasions, may the supreme executive, agreeably to the laws of the land, in *mercy cause judgment to be executed*."

By his coolness and firmness, and his confidence in the general government, he did much to support it at a time when the elements of our political establishments were severely tested. With the illustrious John Adams, who was at that time president of the United States, he had long been associated; he loved him as a friend and kinsman, and respected him as a statesman.

His last election as governor was in April, 1799; but he was unable to enter upon the duties of his office. When the general court met in the May following, at the commencement of the political year, he was languishing on a bed of sickness; but the legislature having some scruples about the right of the lieutenant-governor to act as chief-magistrate after the death of the governor, without his acceptance of the office, this ceremony took place in the bedchamber of the dying governor, who was willing to yield his last breath in the performance of his duty. On the 7th of June, in the fifty-third year of his age, he closed his life, to the unspeakable grief of an affectionate family and a sympathizing community. "No death (says Mr. Knapp, in his biographical sketches), except Washington's, was ever more deeply deplored in Massachusetts."¹

Appropriate resolutions were passed by the legislature, and his remains were interred with military honors, at the public expense, in the Granary burying-ground, in the ancestral tomb of the Shrimpton family. The funeral, which took place on the 12th of June, was attended by the president of the United States, and was the most solemn and imposing that had ever been witnessed in the Commonwealth. All classes of people mingled their sympathies on this mournful occasion; business was suspended; the shops were closed, and the expression of sorrow was everywhere visible. The officers of the militia dressed in uniform, with weeds, on the Sabbaths, and badges

¹ The Williams Journal, kept on Noddle's Island, of which Governor Sumner, in the right of his wife, owned one third, under date of the 7th of June, says, "At one o'clock, all the bells in Boston rung and tolled for the death of Governor Sumner, who died this morning, about 11. His death is greatly lamented by everybody; three years last Monday since he was elected Governor; his age 53."

of respect for the memory of the deceased were generally worn for forty days.¹

Gov. Sumner, in his last sickness (the fatal termination of which occurred during the writer's last year at college, and prevented him from performing the part assigned to him at commencement), as he was lying upon his bed the third day after he was seized, anticipating that he should never rise from it, called his son to him and said, "William, I do not intend to make a will; and as I conceive that sons should have some preference over daughters, I intend to give you an outright deed of the Morgan farm in Dorchester. He then asked for a pen, ink, and a blank deed. A blank not being readily found, he wrote with a trembling hand as he sat up in bed on paper placed upon a folio law-book which he called for, a deed to his son of the Morgan farm in Dorchester and the fresh meadow connected therewith, of a pew in the Dorchester meeting-house, and also of upland and marsh at Leeds's neck. This gift was not to be considered as an advancement out of his estate. Fearing the result of his sickness, he was anxious that the deed should be speedily executed, and requested his son to go for Justice Ruggles, that it might be at once acknowledged, which being done, he delivered it to his son for record.²

¹ The Williams Journal, from which we have just quoted, says, under date of the 12th of June: "Papa, Mamma, Mrs. Huseton, Catherine Thomas, went over early, as Governor Sumner is to be buried this day. Papa attended his funeral from Roxbury; it proceeded from his house at one o'clock, with military escort, to the new State house, where it was joined by a large number of people; the corpse was then carried to the Old South meeting-house, where an excellent sermon was delivered by Dr. Thacher, and thence to the place of interment, as they have a tomb at the Granary Burying-Ground; dined with Betsey S.; from there to Mrs. Coffin's, to see the procession;—the largest concourse of people ever known on such an occasion; upwards of thirty thousand; the bells all tolled from one till six o'clock."

² Gov. Sumner gave a warranty deed of the Morgan farm to his son, supposing it to be free from all incumbrances; but when the writer went one day to look at the premises, he found that Benjamin Glover had erected a building upon one of the most valuable sites on the farm, and, when requested to move it, Mr. Glover said that the ancient proprietor had given to him a deed of a lot forty feet square for the purpose of having a blacksmith's shop erected near him, and this title he had bought. The writer was obliged to purchase

•

•

3

,

[

1

)

-

t

1

)

,

-

3

of respect for the memory of the deceased were generally worn for forty days.¹

Gov. Sumner, in his last sickness (the fatal termination of which occurred during the writer's last year at college, and prevented him from performing the part assigned to him at commencement), as he was lying upon his bed the third day after he was seized, anticipating that he should never rise from it, called his son to him and said, "William, I do not intend to make a will; and as I conceive that sons should have some preference over daughters, I intend to give you an outright deed of the Morgan farm in Dorchester. He then asked for a pen, ink, and a blank deed. A blank not being readily found, he wrote with a trembling hand as he sat up in bed on paper placed upon a folio law-book which he called for, a deed to his son of the Morgan farm in Dorchester and the fresh meadow connected therewith, of a pew in the Dorchester meeting-house, and also of upland and marsh at Leeds's neck. This gift was not to be considered as an advancement out of his estate. Fearing the result of his sickness, he was anxious that the deed should be speedily executed, and requested his son to go for Justice Ruggles, that it might be at once acknowledged, which being done, he delivered it to his son for record.²

¹ The Williams Journal, from which we have just quoted, says, under date of the 12th of June: "Papa, Mamma, Mrs. Huseton, Catherine Thomas, went over early, as Governor Sumner is to be buried this day. Papa attended his funeral from Roxbury; it proceeded from his house at one o'clock, with military escort, to the new State house, where it was joined by a large number of people; the corpse was then carried to the Old South meeting-house, where an excellent sermon was delivered by Dr. Thacher, and thence to the place of interment, as they have a tomb at the Granary Burying-Ground; dined with Betsey S.; from there to Mrs. Coffin's, to see the procession; — the largest concourse of people ever known on such an occasion; upwards of thirty thousand; the bells all tolled from one till six o'clock."

² Gov. Sumner gave a warranty deed of the Morgan farm to his son, supposing it to be free from all incumbrances; but when the writer went one day to look at the premises, he found that Benjamin Glover had erected a building upon one of the most valuable sites on the farm, and, when requested to move it, Mr. Glover said that the ancient proprietor had given to him a deed of a lot forty feet square for the purpose of having a blacksmith's shop erected near him, and this title he had bought. The writer was obliged to purchase

SUMNER PEDIGREE.

ROGER SUMNER, — JOAN FRANKLIN.

of Bicester, in the County of Oxford, England. Will dated 8 Dec. 1608; proved at Oxford, 22 March, 1608-9. He was buried in St. Edburg churchyard, at Bicester, 4 Dec. 1608. Married at Bicester, 2 November, 1601. Her second husband was Marcus Brian, whom she married 10 Jan. 1611.

only son and heir; bap. in St. Edburg Church, at Bicester, 27 Jan. 1604-5; came to Dorchester, New England, with his wife and three sons, William, Roger, and George, about 1635; died 9 Dec. 1688.

WILLIAM, — Mary West, married 23 Oct. 1625; died 7 June, 1676.

William, born in England; married Elizabeth dau. of Augustin Clement, of Dorchester, Mass.; had 10 children. He is the supposed ancestor of David H. Sumner, of Hartland, Vt.

Roger, bap. at Bicester, 8 Aug. 1632; m. Mary, dau. of Thomas and Rebecca Josselyn, of Hingham, Mass.; had seven children. He is the supposed ancestor of Hon. Charles Sumner, and of Col. Edwin V. Sumner, of U. S. Army. He died in Milton, Mass., 26 May, 1668.

GEORGE, — Mary, dau. of Edward Baker, of Northampton, Mass.; married 7 November, 1662. She died 1 Dec. 1719, aged 77.

Samuel, born in Dorchester, Mass., 18 May, 1658; wife Rebecca; m. 7 March, 1658-9. They went to South Carolina.

Increase, born in Dorchester, 23 Feb. 1642; mar. Sarah Staples, 26 March, 1667, and went to South Carolina.

Joan, m. Aaron Way; had 22 children and heirs.

Abigail, d. 19 Feb. 1667.

Mary, born 11 Feb. 1665-4; married — Swinerton; had a child Ruth.

George, born 9 Feb. 1666; d. in 1733; m. Ann Tucker of Roxbury; had 9 children. Rev. Joseph Sumner, D. D. of Shrewsbury was of this branch.

Samuel, born 19 Oct. 1669; supposed to have been lost in the expedition to Canada, in 1690.

William, born 7 April, 1671; supposed to have been lost in the Canada expedition.

Ebenezer, born 8 Dec. 1673; wife Silence. They settled in Mendon, Mass.

EDWARD, — Elizabeth, dau. of Elder Samuel and Hannah Chap. of Dorchester; mar. 25 Sept. 1701.

Joseph, born 26 August, 1677; wife Sarah; settled in Mendon.

Benjamin, born 15 Dec. 1683; m. Elizabeth Badcock, 3 May, 1706; had eight children. He died in 1771.

Edward, Elizabeth, born 16 July, 1702.

John, born 1 Aug. 1705; grad. Harv. Col. 1733; married Susannah Stevens, 20 Nov. 1729; mar. 24, Jedidah Smith. He was a Justice of C. C. P. for Dukes Co., and resided at Edgartown, Mass. By his first wife he had two children, Susannah, and Deacon Samuel of Roxbury. He died in December, 1787.

Elizabeth, born 7 April, 1708; m. Benjamin Boylston, May, 1740; she died about 1766. His 24 wife was Mary Weld, whose daughter Susanna mar. John Adams. He had 7 children, four of them by his first wife.

Samuel, born 21 Oct. 1710; m. Abigail Mather, May, 1740; she died about 1766. His 24 wife was Mary Weld, whose daughter Susanna mar. John Adams. He had 7 children, four of them by his first wife.

INCREASE, — Sarah, daughter of Robert Sharp, of Brookline, and a cousin of Susannah Boylston, the mother of President John Adams. She was born 26 August, 1719; mar. 28 Oct. 1736; died 21 June, 1796.

Hannah, born 8 May, 1715; mar. 1st, Rev. John Newman, grad. H. C. 1740; ord. in Edgartown in 1747; died in 1763. She m. 2d, Jonathan Metcalf, 27 Aug. 1766, and died about 1798.

Mary, born 9 Oct. 1717; mar. died in Dedham, 15 Nov. 1733.

Nathaniel, born 10 June, 1718; mar. 23 Dec. 1802.

Ebenezer, born 10 June, 1722; died 1746.

Benjamin, b. 29 Dec. 1724.

Sarah, — Ebenezer Davis, of Brookline; m. 19 Aug. 1756.

Susannah, b. 24 May, 1740; died 27 Aug. 1742.

Susannah, b. 22 May, 1742; died 9 June, 1742.

Elizabeth, b. 14 June, 1743; died 1817.

Charles Cushing, born in 1784; H. C. 1785; mar. 26 Aug. 1783; died in Boston, 7 Nov. 1810.

Susannah, b. 21 May, d. 22 June, 1746.

INCREASE, — Elizabeth, dau. of William and Metheable Hylop, born in Roxbury, 27 Nov. 1746; grad. H. C. 1767; Justice of J. Court from 1782 till 1797; Governor of Mass. from 1797 till his death in Roxbury, 7 June, 1799, a. 53.

Edward, born 25 May, d. Aug. 1749.

Lucy, b. 29 June, 1751; died 12 March, 1813.

William Bowman, born 8 Jan. 1744; grad. H. C. 1764; mar. 6 June, 1777; d. in Dorchester, 21 March, 1818.

Sarah, m. Nathaniel Winchester. Ebenezer, father of Thomas Aspinwall Davis, who was mayor of Boston in 1846, and died the same year.

Increase.

Elizabeth. Mary. Charles. Sarah. Lucy. Harriet.

WILLIAM HYSLOR, b. 4th July, 1780; grad. H. C. 1799. Married 1st, Mary Ann Perry, 4 Oct. 1820; she died 14 July, 1834; 2d, Maria F. Greenwood, 13 Dec. 1836; she died 14 Nov. 1843; 3d, Mary D. Kemble, 18 April, 1848.

Metheable Stoddard, — Benjamin Welles, m. 1 Aug. 1816; second wife Susan Goldman, by whom he had one dau. Susan, who m. Russell Sturges, Jr., 14 Jan. 1856.

Eliza, born 6 Oct. of New York; m. 1790.

James W. Gerard, born 3 Oct. 1820.

Elizabeth.

Georgiana.

Benjamin Samuel.

William Sumner. James Watson. Elizabeth Sumner. Juliette Ann.

of
for
wh
ver
me
he
call
ma
pre.
of
ink,
wro
plac
son
con.
and
not
Fea
shou
Just
bein

the 1
over
funer
tary
peopl
excel
terme
Betse
cours
the b
a G
posin
day t
buildi
to mo
of a l
near l

of Bicester, in the County of
proved at Oxford, 22 Mar
churchyard

only son and heir; bap
came to Dorchester, N
Roger, and

<p>William, born in England; married Elizabeth dau. of Augus- tine Clement, of Dorchest- ter, Mass.; had 10 children. He is the supposed ances- tor of David H. Sumner, of Hartland, Vt.</p>	<p>Roger, bap. at Bicester, 8 Aug Mary, dau. of Thomas Josselyn, of Hingham; had seven children. supposed ancestor of Sumner, and of Co Sumner, of U. S. Army in Milton, Mass., 26</p>
--	--

<p>Mary, born 11 Feb. 1663-4; married Swinerton; had a child Ruth.</p>	<p>George, born 9 Feb. 1666; d. in 1733; m. Ann Tucker of Roxbury; had 9 children. Rev. Joseph Sumner, D. D. of Shrewsbury was of this branch.</p>
--	--

<p>Edward, born 16 July, 1702.</p>	<p>Elizabeth, born 30 April, and died 19 June, 1704.</p>	<p>John, born 1 Aug. 1705; grad. Harv. Col. 1723; married Susannah Stevens, 20 Nov. 1729; mar. 2d, Jedidah Smith. He was a Justice of C. C. P. for Dukes Co., and resided at Edgartown, Mass. By his first wife he had two children, Susannah, and Deacon Samuel of Roxbury. He died in December, 1787.</p>
--	--	---

<p>Sarah, b. 3 Jan. 1737.</p>	<p>= Ebenezer Davis, of Brookline; m. 19 Aug. 1756.</p>	<p>Susannah, b. 24 May, 1740; died 27 April, 1742.</p>	<p>Susannah b. 22 May 1742; die 3 June, 1742.</p>
---------------------------------------	---	--	---

<p>Sarah, m. Nathaniel Winches- ter.</p>	<p>Ebenezer, father of Thomas Aspinwall Davis, who was mayor of Boston in 1845, and died the same year.</p>	<p>Increase.</p>	<p>Elizabeth</p>
--	---	------------------	------------------

<p>Married</p>	<p>WILLIAM HYSLOP 1st, Mary Ann 2d, Maria F. G 3d, Mary D. K</p>
----------------	--

In person, Governor Sumner was attractive and commanding. He was a portly man, erect in stature, five feet eleven inches in height, and weighed about two hundred and fifty pounds.¹ His countenance was remarkable for composure, and was often lighted up with a smile of peculiar sweetness. This expression of countenance is well represented in the portrait which accompanies this sketch. Many a young practitioner at the bar has borne testimony to the pleasure and relief he felt, when he was addressing the court in fear and trembling, in catching the kind looks of Judge Sumner,—looks of encouragement and protec-

the land, and the frame which had been erected upon it, which he subsequently finished as a dwelling-house. His first tenant was John Ward Gurley, who married the daughter of the wine-merchant, William Stackpole. Mr. Gurley was a man of elegant personal appearance, and was appointed, under Jefferson, the first district attorney of Louisiana after its purchase, and was killed in a duel in 1807. He left a beautiful daughter, who afterwards married Major Joseph Grafton, of the army.

¹ He derived his fine physical development from his father, a respected citizen of Roxbury, who by his industry subdued his paternal acres, and left considerable property. Never was there a man better calculated for the sturdy labors of a yeoman than Increase Sumner, father of the governor. He had all double teeth, and possessed prodigious strength of muscle, which was kept in tone



by regularity and good habits. Many instances of his wonderful feats of strength were related by his contemporaries in his native place. Among the traditionary anecdotes, it is said that he was once driving a loaded ox-team from Roxbury to his Morgan farm in Dorchester, and when going up Clewley's hill (then a steep hill about half-way between his home and his Morgan farm, but now very much reduced in height), the bow of the "near ox" broke, and the load began to go backward. He quickly seized the end of the yoke from which the ox had escaped, and calling out lustily to the "off ox," "Go on! go on!" they two drew the load up the hill.

On the occasion of raising the bell to the belfry of the Roxbury meeting-house, near which it lay upon the ground, the workmen endeavored to lift it up, in order to put skids underneath. They found this difficult to do, when Mr. Sumner took hold of the bell with one hand and tipped it upon its side so that they could accomplish their object. At another time, in a trial of strength, he took hold of one side of a deer-skin, and three men of the other. He overcame their united efforts, and drew them toward himself.

Mr. Sumner died on the 28th of November, 1774.

Further information regarding the ancestry of Governor Sumner will be seen in the pedigree opposite.

tion which never disappointed the young advocate. This characteristic of Mr. Sumner is alluded to in a beautiful letter from Daniel Davis, late solicitor-general, and which is inserted at length in the Historical and Genealogical Register, Vol. VIII. p. 124. Says Mr. Davis, "I loved and venerated Governor Sumner as a father and friend. The recollections of his kindness and condescension to me while he was on the bench, and I a young man struggling for my bread, without money, patronage, or education, will never be effaced from a grateful heart." In his manners he was polite and unassuming. He never compromised or lost his dignity in any place or circle, even in the moments of his greatest familiarity. His mind was naturally strong, and its various powers were well balanced. He was remarkably free from every thing which had the appearance of party spirit or rancor. His candor and moderation were known to all men. He possessed an unusual degree of self command. Divesting himself of prejudice and passion, he examined with deliberation and impartiality, and decided with rectitude and wisdom. His cool and dispassionate temper reflects more honor on his memory, inasmuch as it was less the effect of a peculiarly happy temperament than of moral discipline and culture, and the benign influence of religious principle. Humility without meanness, the incontestable proof of a superior mind, was a distinguishing trait in his character. Although raised to the highest dignity it was in the power of the citizens of the Commonwealth to bestow, he was never suspected of employing any unworthy arts to gain the popular favor, nor of obtruding himself on the public as a candidate for places of power and trust. Possessed of a considerable property, he was enabled to maintain a style of life in accordance with the generous and social qualities of his heart, and to support the dignity of his station as governor; and in the hospitality becoming a chief-magistrate, and the maintenance of the dignity of the government, he devoted much larger sums than his mere salary would have afforded. The comparatively quiet and sedentary labors of the chief-magistrate of the State, and the necessary routine of public ceremonies attendant upon that office, were in great contrast with the active exercise to which the governor had been accustomed in his position as judge.

Aware that care was necessary to prevent the injurious effects which would naturally follow such a change in his manner of life, he intended to fit up a farm which he owned in Southboro' as a place of retirement, where, away from the business and cares of public life, he could enjoy the comforts of a quiet country home. But his death prevented the accomplishment of this object.

He was a member of the American Academy of Arts and Sciences, and president, for many years, of the board of trustees of the Roxbury grammar-school, in which he had received his education.

In early life, and about the time he entered on the practice of the law, he made a public profession of Christianity, and became a member of the Congregational church and society of the Rev. Dr. Porter, in Roxbury. He was impressed with an habitual sense of the truths of religion, and of the importance of its institutions. The temptations of affluence and the blandishments of polished life did not, as too frequently happens, unsettle his principles and corrupt his morals, and thus make shipwreck of faith and a good conscience; but he held fast his integrity to the end, and was justly esteemed an exemplary member of the church.

Dr. Porter, who visited him by his request at the time of his sickness, when he appeared to have the full exercise of his reason, and to be apprehensive that his departure was near, thus relates a part of his conversation in his excellent funeral discourse:—

“A dying bed,” he said, “is not the place for one to begin to attend to his religion and prepare for another world. I have not been unmindful of these concerns. I have thought much of them. The more I have reflected on the subject of religion, the more has my mind been settled and confirmed in its reality and importance. I am sensible that many infirmities and errors have attended me; but I trust I have the testimony of my conscience to the general rectitude of my views and conduct in life.”

“At a subsequent period,” says Dr. Porter, “on the conclusion of the office of devotion performed at his request, he said,

with a gesture and emphasis the impression and emphasis of which I shall not easily lose, '*I am resigned.*'"

Thus ended the mortal career of an exemplary magistrate and citizen, whose conduct and example made an indelible impression upon the community, and whom his fellow-citizens delighted to honor while living, and sincerely mourned when dead.

It has been the writer's peculiar pleasure to receive many letters from contemporaneous friends and acquaintances of Gov. Sumner, to whom the memoir of his life was sent, containing most gratifying testimonials to his character, and interesting recollections of his private and public life. From these, two are selected for insertion here, which present beautiful pictures of Gov. Sumner's private life, and the love and respect which he uniformly secured from the youth, who were delighted by his attentions and won by his kindness.

Says Moses Williams, Esq., an honored citizen of West Roxbury, in a letter to the author: "I received your kind note, and with it a beautifully engraved portrait and a memoir of the late Governor Sumner, also *Reminiscences* by yourself. I have read every word with real interest, and I would express to you my thanks for this token of remembrance and regard.

"The portrait was particularly interesting to me, because it brought fresh to my mind my early remembrance of your father. The first school I attended was Ma'am Johnson's. Her house was next to your father's, and as I passed his premises in going to school, I frequently saw him with his large cocked hat and blue cloak trimmed with scarlet velvet, walking for exercise in his beautiful front yard, always as neat as a good wife's parlor floor, and shaded by beautiful English walnut trees. One day, seeing your father thus walking, and noticing that a few ripe walnuts had fallen, I walked into the yard, and asked if he would give them to me. He did not know me; but he gave his permission with so kind a reply, that, though nearly sixty years have passed and I then only five or six years old, I have never forgotten it. How strange that we should remember such little acts of kindness through our whole lives, when great favors are often soon forgotten.

"Your father had great dignity of manner and appearance, and perhaps the impression was stronger on this account; but I remember that his reply was as kind and gentle as that of a mother to her child."

The other letter referred to is from David C. Poignand, Esq., who says: "My infant recollections of your honored father have been called up by the perusal of 'A Memoir of his Excellency, Increase Sumner, late Governor of Massachusetts,' and I dwell with great satisfaction on my reminiscences of that good man.

"You will remember, that, during the period that your father filled the gubernatorial chair, our family occupied the house adjoining his mansion in Roxbury. My earliest recollections are of his family; of walks in the garden, around parterres bordered with box, clinging to his finger in aid of my tottering steps; of being carried by his black servant Cuff to 'the Governor;' of the delight I always experienced on these occasions, and of the rebuke (the propriety of which I could not understand) that I received from my mother on my return for not first having my hair or apron arranged.

"That your father was a good man I want no other assurance than the impression he made on me; for I have observed through life, that children are admirable judges of the heart, and all the children around him gave him their affection and love.

"I was just turned of six when he sustained his last, lingering attack of illness. I listened to every report, and it has been a matter of surprise to myself since how minutely I have retained the impression of surrounding persons and objects during that agitating period. The grief that I felt when he died, when I was told that I should see him no more, is fresh in my mind. The funeral pomp interested me; but I stole away during its progress to indulge my thoughts in quiet.

"To my little eyes he appeared of colossal size, and his face always beamed with benignity as I peered into it. My father and mother, in my after-life, when reference was made to your parents, always expressed for them the highest respect and consideration.

"The century in which he passed his honorable and useful life closed with that year which records the mourning for his

death and the death of the Father of his country. You and I have advanced deep into the succeeding century. We have witnessed marvels of progress in science and art; intellect seems to have been stimulated to its utmost, but have the affections been kept as warm, as fresh? has the heart been kept as holy as in the days of our youth and infancy? I fear not; and I think I would now look around me in vain for an example of an illustrious citizen solacing his leisure with endearing attentions to children, not of his blood, as did your distinguished father."

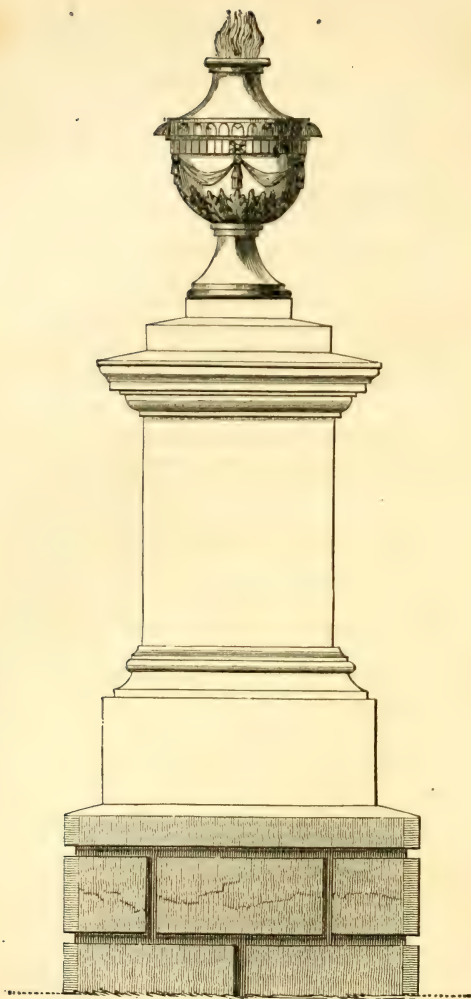
Other letters might be added, but lack of room will not permit; and those above given are sufficient to recall that kindness of heart, gentleness of manner, and winning deportment, which so eminently characterized him, and made him loved and respected by the old and the young.

Such, in few words, was the life and character of Governor Sumner.¹ Fulfilling with ability and conscientious rectitude all the various duties devolving upon him in private and public life, and exemplifying in his character those qualities which mark the Christian statesman and patriot, he is held in grateful remembrance by all who have followed him.

This notice cannot be closed more appropriately than by copying the inscription upon the monument erected to his memory in the Granary burying-ground, which is seen from the windows of the Athenæum, and which was written by the erudite Samuel L. Knapp, Esq. A cut of the monument is upon the next leaf.

¹ The reader is referred to the Historical and Genealogical Register, Vol. VIII. p. 105, for a fuller sketch of the life of Gov. Sumner, and for the genealogy of the Sumner family.





“ Here repose the remains
of
I N C R E A S E S U M N E R .

[He was]

Born at Roxbury, November 27th, 1746.

[and]

Died at the same place, June 7th, 1799.

[In the 53d year of his age.]

He was for some time a practitioner at the bar ;
And for fifteen years an Associate Judge of the Supreme Judicial Court ;
Was thrice elected Governor of Massachusetts,
In which office he died.

As a Lawyer, he was faithful and able :
As a Judge, patient, impartial, and decisive :
As a Chief Magistrate, accessible, frank, and independent.

In private life, he was affectionate and mild ;
In publick life, he was dignified and firm.

Party feuds were allayed by the correctness of his conduct ;
Calumny was silenced by the weight of his virtues ;
And rancour softened by the amenity of his manners.

In the vigour of intellectual attainments
And in the midst of usefulness,
He was called by Divine Providence
To rest with his fathers :
And went down, to the chambers of Death,
In the full belief that the grave
Is the pathway to future existence.

As in life he secured the suffrages of the free,
And was blessed with the approbation of the wise,
So in death he was honored by the tears of the patriotick,
And is held in sweet remembrance
By a discerning and affectionate people.

Discite virtutem ex hoc, verumque laborem."

ELIZABETH SUMNER, wife of Governor Sumner, a lithograph of whom, from an original portrait by Johnson, is on the opposite page, was born on the 5th of August, 1757. She was the only daughter of William Hyslop, Esq., then of Boston, and afterward of Brookline, and was a woman of great intelligence, of a remarkably amiable character, and of attractive personal beauty. From her mother she inherited one sixth of the Noddle's Island estate in fee, and subsequently became possessed of one sixth more of the fee of the same property from her aunt, Mrs. Chauncy. The particulars of her life and character need not be minutely detailed, for although those virtues which adorn female character were most beautifully exemplified in her, yet there were no remarkable incidents in her honored life which demand the especial notice of the biographer.

She was first betrothed to the Rev. John Hunt, colleague of the Rev. John Bacon, pastor of the Old South church in Boston; but this relation was broken off by his death, from pulmonary consumption, on the 20th December, 1775. On the 30th of September, 1779, she was married to Increase Sumner, then a member of the legislature from Roxbury. It is an interesting fact, that she always preserved her friendly connection with the family of the Rev. Mr. Hunt; and his sister, who married Samuel Henshaw, Esq., of North Hampton, was through life her most intimate friend. As the wife of the chief-magistrate of the Commonwealth, she distinguished herself by her dignified presence, and by the ease, grace, and entire propriety with which she fulfilled every duty, at home or abroad, and no one could more acceptably have filled the station of a governor's lady than she. Highly esteemed and respected abroad, loved and honored at home, she was a noble example of the valued friend and acquaintance, and the Christian wife and mother. Numerous instances come to mind in which her kindness and benevolence were manifested. She gave to Cuff, her servant and the son of a slave, £100, which the writer expended in building him a house on "Tommy's Rocks," where it is still standing; she also enjoined upon the author to give £300 to the Female Asylum, evincing in this, as in other instances, a thoughtful consideration for worthy objects of charity.



Mrs. Sumner continued to live in the mansion-house in Roxbury until 1806, when she removed to a hired house on Bowdoin street, Boston. She subsequently purchased a house in Beacon street, at the corner of Spruce street, where Peter Parker, Esq., now lives, and here she resided with her family until her death, which took place on the 28th December, 1810. Two motives induced her to move into the city. One was that her son had entered into the practice of law there, and it would be much more pleasant, as well as more convenient, to live in Boston, where the small family could be kept together. The other was that the estate of fourteen acres opposite the house in Roxbury, and since called the Dudley land, together with another on the Tremont road of a like quantity, which her father had ordered to be purchased and given to her husband and herself, in joint-tenancy, and which, of course, became her own upon Gov. Sumner's death, was recovered of her in a lawsuit by the tenant in tail, Joseph Dudley. His entry into the land opposite her mansion-house, the cutting down of the trees which her husband had assiduously cultivated, the opening of public streets through it, and the dividing it into house lots, so destroyed the beauty of the place, that it was a strong motive to induce her to quit the estate, and sell the mansion-house in which she had lived all her married life.¹

¹ The estate descended to Paul, the son of Gov. Dudley, in fee-tail. Paul was the Chief Justice of Massachusetts; and his name will be remembered so long as the mile-stones stand which, inscribed with his initials, he erected in the year 1735, on the main road from Boston to Dedham. Thomas, the eldest son of Paul, became the tenant in tail. He had several children, but his brother Joseph had none, and wished him to move to the paternal estate and keep up the style of the family. Thomas, whose habits were those of a rough farmer, declined doing this, professing not to be able to take charge of the establishment in the way desired by his brother, and told Joseph, that, if he insisted upon his residing there and supporting the ancient manner of living, he should put his oxen into the governor's carriage instead of the family horses. Joseph urged the matter, and Thomas tried the experiment; and to show his contempt for ceremony or style, actually told his coachman to yoke his oxen into the family carriage, and then getting into it, ordered him to drive to Woods' the pewterer, in Roxbury street, where he bought a pewter cider mug, and then directed him to "Gee round" and return home. This created so great a laugh, and threw so much ridicule on the family honors, that

A warm and affectionate remembrance of a mother's piety and many virtues induces the author to make extracts from a letter written by her to him about the time of his reaching his majority, and which will illustrate her character better than many pages of eulogy, while the sentiments therein expressed have lost none of their value or appropriateness by the lapse of time since they were penned.

"MY DEAR, VERY DEAR SON, — I feel happy in having an opportunity at last to write you a friendly letter. You are now just entering on the stage of life; you have spectators on every side; you are to consider them as watching your conduct at all times to see how far you will bear a comparison with your late universally much loved and respected father. They wish you to make good, as far as possible, his place. My ardent desire is to have them gratified; and the warmest affection that ever glowed in a parent's breast, with the purest motives, the strong-

Joseph told him if he would exchange he would give him the good farm in the woods (the same one on which the Rev. Mr. Bradford lived), and take the family mansion himself. This exchange was accordingly made, and in order to execute the intent, the entail was broken in favor of Joseph, who occupied the mansion-house and the land in question. The house was situated at the corner of the street where the Universalist meeting-house now stands. When Boston was occupied by the British, the brick walls which fenced the house from the street on both sides made a part of the line of defence, which was continued by a breastwork which ran up the hill toward the meeting-house. This was done through fear that the enemy might come out of Boston, and march through Roxbury street to take the fort on the highlands in the rear, from which the first gun was fired against the town of Boston when it was besieged.

Joseph died without any children, and entailed the estate back to Thomas and his children, to descend in the same manner as if the entail had not been broken. This seems not to have been known, as all the family, and the administrators, considered that the estate tail having been broken in favor of Joseph, and he having no children, the estate would descend to Thomas and his heirs in fee-simple. These circumstances occurring within the knowledge of the administrators, the purchaser, and the neighbors, the records were not examined, and of course Joseph's will devising the estate back in tail to Thomas's children was undiscovered until Joseph, the tenant in tail and grandson of Thomas, ascertained such to be the case, and as tenant in tail recovered from Mrs. Sumner the estate, notwithstanding his father had mortgaged it with warranty in fee-simple.

est desire to have you continue to merit their esteem and approbation in every situation you are in, or may be placed in, in life, is what alone induces me to write you at this time.

"Perhaps you will say, why do you give yourself the trouble? I have arrived at the age of manhood; I am capable of acting and doing right without advice; I am free also, and shall act as I think fit. But I check myself. I will not suppose your good sense, or your affection for me, will suffer you to treat the advice of a tender parent with contempt, or even with indifference. Therefore I go on, and shall endeavor to give you a few hints, which may be useful to you in first setting out in life.

"The most important thing is to fix your religious principles. Upon them let every thing be founded, always bearing in mind the presence of the great God, to whom you must render an account of all your actions, sooner or later. You must be sensible that you have great cares committed to your trust. You are not only a brother, but a guardian, to your sisters; you must act, in some instances, like a parent to them; they will look to you for advice and protection, even while I live; and when my eyes are closed in death, and my tongue is silent, to whom have they to look, but to you? You must be brother, guardian, and friend; therefore, be ever kind and affectionate towards them; and let your words be mild, and your constructions favorable, that harmony may be continually with you all.

"I have determined, my dear child, to speak freely, and not only to give you hints, but cautions. I do not mean to wound your feelings in any instance, if I can avoid it; neither have I an idea of making any apology for what I have said or shall say. I am your parent, and have a perfect right to do so, and my conscience tells me it is my duty. The trust you have taken will naturally give you some trouble. Difficulties will arise sometimes from small circumstances, which care and prudence may overcome. But there is one difficulty you, with your strong propensity to become rich, will have to overcome: I mean temptation. Take pains to keep every circumstance respecting your sisters' portions clear and plain; it will then be easy to close accounts when they are of age. No one is perfect. I have my imperfections and foibles; so have you. It is a friendly but unpleasant task to point them out. You will, if

you are disposed, perhaps, have sometimes an opportunity to convert the interest of your sisters' property to your own use, without calling it your own, and in time it may become so blended as not without trouble to distinguish it from yours, especially if they remain single, and you have it for a great length of time. It is an undoubted fact, that there have been instances where the minor has been at small expense, not equal to his or her interest, and yet the guardian has labored to prove the contrary. In consequence of such management, and other unjust doings, the minor's interest will lessen, or will not accumulate, as it would by a just, prudent, and wise management of it.¹ The love of self is natural to all; some discover more than others; but let me earnestly and sincerely entreat you never to do any thing which is not strictly honest, just, fair, and upright; then you will have true riches, which cannot take to themselves wings and fly away. You will then have sweet peace of mind, and a clear conscience. What can exceed this! I am not disinterested in what I am now writing; no, I am not. Upon your reputation and prosperity in life, my son, my only son, my greatest happiness or misery will arise. You are young, therefore cannot know much of the world from experience. Still you have advantages over many of your years. You have had the advice of one of the best of fathers; he frequently spoke to me of the conversation he had with you, and the advice he gave you on different subjects, which you doubtless recollect. But what must, most of all, impress your mind, is a recollection of what he said to you on his death-bed — 'William, I hope you will endeavor to do as well as I have done, and as much better as possible. They will be looking at you.'

"My opportunities of knowing, and my experiences, compared with his, are small. Still, they may be, if kindly received, of advantage to you.

"After fixing your religious principles as the foundation of every good, then lay down some rules of conduct for life, and endeavor to abide by them. Let the first be with regard to the

¹ See p. 25, for the manner in which the author carried out the wishes of his mother.

Sabbath; this one day out of seven consider as holy time — time not your own, to be spent in mirth and pleasure, or idle company. Reading God's word, religious books, and serious reflections, should be the work of the day. If this day is not improved in this way, it is not in the least likely that another day in the week will be. I ask, then, what will become of those poor souls who do not allow themselves time for reflection? A sick-bed is perhaps the time they allot for that purpose; but, who is there that knows whether they will die of sickness? We are all liable to accidents and sudden death. In sickness, the pain and distress of the body occupies all the thoughts, and disorders the mind. Trust not the morrow, for we know not what a day may bring forth. We may be well at meeting on one Sunday; the next may find us in our graves. What can be more necessary than reflection? Without it, who can tell if his conscience approves or disapproves? To think well on the past, and seriously on what is to come, is the duty of reasonable and immortal creatures, such as we are. You know I am not a rigid observer of the Sabbath; no, my conscience tells me, to my sorrow, that I am not enough so. I do not wish you to be so very strict as to fix it as an invariable rule never to see a friend on that day at home, or abroad. Circumstances alter cases. A practice of either is what I want you to avoid. One habit creeps on after another. If you are in company, you must drink, laugh, and be merry, to be thought good company, and insensibly you will be tempted to do what your conscience, upon reflection, disapproves and condemns. Keep the day for the work of the day.

“That you may always be punctual in all your avocations, have sufficient and proper time for the business of the week, without hurry or confusion. I advise you to be determined, never, when in health, to be in bed at one time more than six hours in summer, and seven or eight in winter. This will give you time, before you enter upon the hurry and business of the day, to offer up grateful thanks in a sincere manner to God, for the mercies of the night, also to pray for his protection and blessing throughout the day. What can be more reasonable than the practice of this indispensable duty? Temporal favors are to be gratefully received, but more especially the spiritual

gift of his only son, Jesus Christ, through whom we are to expect everlasting salvation.

“To be respected and promoted by the good and great, you must be particular in the choice of company. You have observed what a difference there is in it. With some persons you are entertained, improved, and instructed; in other circles, he who can joke, laugh loud, talk on trifles, drink his bottle, and smoke, is thought a clever fellow. Bad habits are fixed insensibly; therefore avoid those who drink as much as their head will bear. By being always temperate you will have an advantage over those who are not, and will avoid ridicule. In conversation, endeavor to be well informed on your subject; cool, collected, correct, sensible, and, before superiors, modest.

“Perhaps, before many years, you may think of being connected with some female. This will be a very important affair for life; upon a judicious choice, then, your happiness will depend. I will (against a time of need) mention a few requisites in the choice of a companion: good sense, sound understanding, a serious, well-improved mind, good disposition, respectable connections. If your judgment, with fancy, will lead you, in proper time, to such a lady, I think you will have good reason to expect domestic pleasure, such as would probably be lasting.

“In giving you this advice, these hints and cautions, I have discharged a duty which has long laid with great weight upon my mind. Accept it, therefore, as a friendly gift; for sure I am, I never could die in peace without doing it.

“I shall now conclude, wishing that you may be to me ever dutiful, affectionate, and kind, that you may obtain the promise of long life. May heaven shower down blessings upon you, and God be with you and direct you in all your ways, is the sincere and ardent wish of your very affectionate mother.

“E. S.”

To the answer which was returned to this letter, Mrs. Sumner sent the following reply:—

“MY DEAR SON,—I received great joy and satisfaction in being informed that your sentiments on the different subjects I

wrote upon were similar to mine. I am also highly gratified with the proof you have given of a wise son, who, Solomon says, will receive the instruction of his mother. Though I must say you have gone rather far in your conclusions, and your inferences are not quite just, I will not be particular; I am in haste to say that I take great pleasure in giving credit where it is due, and freely own that you have great merit for many things. Your application to business, and readiness to assist in the cares of the family, especially your attention, anxiety, and care of me, when sick, is another thing which attaches you more strongly to me. And, generally speaking, your conduct has not only met with my approbation, but applause. Be assured I am ever ready to advise, encourage, and assist you in every thing that may be for your good. With great sincerity I can say, that the pleasure and happiness of my children is my grand object in life; and I shall ever pray for the prosperity of you all in this life, and, above all, for your salvation and happiness in the world to come.

“I conclude, after wishing that peace, harmony, and affection may be with us all through the various changing scenes of life. That every blessing may attend you, is the wish of your affectionate mother.
E. S.”

The children of Increase and Elizabeth Sumner were William Hyslop (the writer), Mehetable Stoddard, formerly the wife of Benjamin Welles, of Boston, and now deceased, and Eliza, wife of James W. Gerard, Esq., of New York.

DAVID HYSLOP, the son of William and Mehetable Hyslop, and the owner of one sixth of Noddle's Island, was born on the 28th of Dec., 1755.

When a youth, he fell down the kitchen stairs which led to the cellar, and broke

his leg, which, from lack of proper medical attention, made him a cripple for life; he also had an impediment in his speech.

A handwritten signature in cursive script that reads "David Hyslop". The signature is written in dark ink and is positioned to the right of the text "When a youth, he fell down the kitchen stairs which led to the cellar, and broke".

Notwithstanding his infirmities, Elizabeth Stone, of Concord, Mass., married him in September, 1793. He had no children by this marriage. After the death of Mrs. Hyslop, which took place at York, Maine, 6th June, 1808, he was persuaded by Joseph Woodward, who had been a servant of his uncle Chauncy, to marry his amiable and comely daughter. All his friends advised him against this connection, both on account of his infirmities and the discrepancy of their ages, he being two years more than double her age of twenty-one years. Notwithstanding this, however, he married Miss Jane Woodward, on the 9th of October, 1809.

By this second marriage he had several children, David, Jane, Mehetable Stoddard, and Mary Ann.¹ The two latter died in infancy, but David and Jane survived their father. Jane died under age, soon after her father's decease. Her brother was thus left sole heir to his father's property with the exception of the homestead in Brookline, which Mr. Hyslop devised to his sister's (Mrs. Sumner's) children, subject to his widow's life-estate. David died just before his majority, and his mother, being his next of kin, inherited her husband's undevise estate, the whole of which, by her second marriage to John Hayden, passed out of Mr. Hyslop's family, which brought it.

Mr. Hyslop died on the 16th of August, 1822, aged 67. He was a devout Calvinist. During the whole course of his life he made it a part of his duty to attend the Thursday lecture in Boston; his first wife usually accompanied him into town on those days, but while he was at the lecture she was at the circulating library, selecting novels and other books for the week's reading. He also attended all the ordinations, councils, ministers' meetings, and religious gatherings within his reach, and although of a retiring, modest temperament, honored the religion he professed. The first Mrs. Hyslop was a kind and attentive wife. His second was in no way distinguished but

¹ David, born 27th October, 1810, and died 29th September, 1831; Jane, born 4th January, 1814, and died 13th September, 1823; Mehetable Stoddard, born 11th of February, 1817, and died 15th June, 1818; Mary Ann, born 30th July, 1818, and died 11th February, 1819. — (Sumner Genealogy.)

by her attractive appearance, amiable disposition, and the remarkable affection which she manifested to him in all his relations. He had so much confidence in her, that he left her as guardian to his children. On the 22d of May, 1825, she married a widower, John Hayden (born July 11, 1768, died July 15, 1844), who had two sons, but she had no children by this connection.

After the death of the first Mrs. Hyslop without issue, Mr. Hyslop and his friends looked upon his nephew, Wm. H. Sumner, as the nearest male relative, and consequently the heir of his property.

After the Thursday lecture was finished, Mr. Hyslop's practice was to repair to the law office of his nephew to consult with him and ponder over his estate, with a view to making a will. Here he dictated his wishes to his nephew, who transcribed them, and frequently, on Thursday, Mr. Hyslop looked over it, and made such alterations as the change in his inclinations from time to time moved him.

In this will, after leaving his mansion-house, horses, carriage, plate, furniture, and other movables, and homestead at Brookline, to his wife for life, providing for her maintenance, and giving her an outright present of \$10,000, and to each of the daughters of his sister, Mrs. Sumner, a handsome portion of his estate, after the death of his wife and children without issue, he gave the Boylston estate in Brookline, on which he lived, to his nephew, William H. Sumner, and the residue of his real and personal estate. As this will was made after much meditation, and was left in the possession of his nephew, who was appointed sole executor, and as it was never a subject of remark after it was sealed and so left, it was presumed that this will would take effect. Consequently, the announcement by Dr. Chaplin at the funeral, that Mr. Hyslop had made another will, created great surprise. This change of purpose in Mr. Hyslop can hardly be accounted for; it can only be surmised from the following facts. When Mrs. Hyslop was confined with one of her children, her nervous system was so shattered that Mr. Hyslop was advised to put her under the care of Dr. Chaplin, who kept a private establishment for the insane, in Cambridge. After so doing, her husband was accustomed to

ride over to Cambridge frequently to see her, and thus became intimately acquainted with the sagacious individual who had her in charge. The shrewd doctor proposed to Mr. Hyslop to make a new will, and procured his friend, Judge Prescott of Groton, to write it in technical form and language; and, in order to get the fees from so large an estate, Dr. Chaplin caused himself to be appointed trustee and joint guardian, with Mrs. Hyslop, of the children. By this arrangement he had uncontrolled power over the estate under the will. The doctor did not propose, or if he did the proposal was rejected, to be executor, as well as trustee, of the estate. As his nephew, William H. Sumner was appointed executor, Mr. Hyslop probably supposed the estate would be under his control, instead of under the control of the trustee, to whom he had unwittingly confided it. It ought to have been mentioned, that a first will was made in favor of his nephew, which was destroyed upon Mr. Hyslop's second marriage and the birth of his children.

At the time the second will was made, when Mr. Hyslop told his nephew that he intended to make another will, he asked whom he should employ to write it. His nephew said, "I will write your will now, as I did before." "But I have children now," said he, as if he supposed that the person who drew the will would do as he had done before, make it in favor of himself. The reply relieved him from this strange thought; said the nephew, "I can write your will in favor of your children as well as any one else; you will take care of them first, of course, and if you choose to create any reversionary estate in favor of your sister's children you can do so, and this is only what I or they will expect." Having read the will after the draft was finished, and pondered it well, he said, "Now I have given all my estate to my wife and children; and what shall I give to you?" "The laughing boy," was the answer. This was a valuable picture by Brower, which had come down in the family of his ancestors, and which no one can look at without laughing, as the subject of the picture does upon all observers. His nephew, at this time and until his death, possessed his entire confidence and friendship, which is shown by the fact, that, when Dr. Chaplin and his attorney and friend, Judge Prescott, were inditing his last will, in which the doctor secured to

himself the fat fees of trustee, he appointed his nephew and his next door neighbor at Brookline, Benjamin Goddard, Esq., his executors, and remembered the request for the "laughing boy," adding to it a legacy of \$1,000.

Mr. Hyslop was the owner of one sixth of Noddle's Island, the one third which his mother owned having descended to him and his sister Elizabeth, wife of Governor Sumner. Mrs. Hyslop and her second husband, John Hayden, sold this share in 1832 to William H. Sumner, Stephen White, and Francis J. Oliver, by whom it was afterward conveyed to the East Boston Company.

A very singular coincidence arises between the will of Shute Shrimpton Yeamans, one of the old proprietors of Noddle's Island, and that of David Hyslop, one of the last, which gave rise to legal questions as to the construction of an important clause of a similar character in each will.

It will be recollected, that Mr. Yeamans, by his will, made in the year 1768, gave to his son, Shute Yeamans, a legacy of £4,000, to be paid to him when he arrived at twenty-one years of age. He died very shortly before he arrived at that age, and the question was, whether that was a vested legacy, giving him the absolute right to it, merely postponing the time of payment to his arriving at age, in which case it would pass to his own legatees, or whether it reverted to the estate of his father, so as to pass under his father's will. It has already been stated that an elaborate case in the English style was drawn up for the opinion of counsel, and John Adams, who was then consulted on all great questions, gave his opinion that the legacy was vested in young Shute by his father's will, the period of enjoyment only being postponed until he arrived at twenty-one years of age, and that it consequently passed under his will, although he never arrived at age.

David Hyslop's will, made in the year 1820, among other clauses, contained the following: "It is my will and intention in regard to the residue of my real estate, that it shall come to and be enjoyed by my children, when of full age, as an absolute estate of inheritance in fee-simple." He left two children, both of whom died before attaining the age of twenty-one. The question was then submitted to counsel (Judge Jackson and

William C. Aylwin, Esq.), who gave it as their opinion that the estate vested in interest in the children, and went to their right heirs, although neither of them arrived at the age of twenty-one,—precisely the opinion which John Adams and Mr. Bicknell, an English barrister, gave a half century before in the will of Shute Shrimpton Yeamans.

DAVID S. GREENOUGH, Esq., son of Deacon Thomas Greenough, and one of the proprietors of Noddle's Island, was born on the 31st of July, 1752. His large ownership in the Island estate resulted from the fact that he inherited one sixth from his mother, and subsequently purchased the fee of two sixths owned by his brother William (as stated in Chapter X.), of whom a brief sketch has been given.

The record of his life furnishes no remarkable incidents for the pen of the biographer, and any notice of him must of necessity be brief. On the 11th of May, 1784, he married the widow Ann Doane, who died on the 9th of July, 1802.

Enjoying the use of a sufficient property, he never entered into professional life, but resided as a man of leisure at Jamaica Plain, then a part of Roxbury.

The house in which Mr. Greenough lived was a confiscated one. It was built by Commodore Loring, of the British navy, and stood opposite to the meeting-house of the Rev. Dr. Gray. This gentleman was Mr. Greenough's daily visitor and intimate friend. The house stood upon the site of a dwelling which was removed to the spot where Dr. Weld now lives, near the Unitarian church, and which was used as a parsonage. The new house, built by the commodore, who was an absentee, was used as a hospital during the Revolutionary war; the dead were buried in the rear part of Mr. Greenough's farm, and the gravestones are to be seen at the present time.

The author wishes that he had been furnished with a portrait of his highly respected family friend and connection for publication, but such was not the case. The original portrait by Stuart can be seen in the house of his grandson, who resides upon the family estate.

Possessing all those social advantages which a good family, wealth, and natural endowments could bestow, strictly upright

and honorable in all his dealings with others, of undoubted integrity, and of familiar and easy address, Mr. Greenough secured the respect and esteem of all, and his friendship was highly prized. Declining all public offices, he preferred the attractions of his own home, where he received his friends with pleasure, and treated them with cordiality.

Mr. Greenough's property all descended to his son, and with it, of course, his share (one half) of Noddle's Island.

DAVID S. GREENOUGH, only child of D. S. Greenough, Esq., was born on the 27th of March, 1787, graduated at Harvard College in 1805, and on the 14th of June, 1813, married Maria Foster, daughter of Elisha Doane, Esq., of Cohasset. He was a lawyer by profession, and was the first colonel of that name of the Independent Company of Cadets. He inherited all his father's estate, and the half of Noddle's Island, which thus came to him, was purchased of his widow and heirs by General Sumner. He possessed all his mother's wit and humor. The following anecdote illustrates these qualities. When he commanded the Cadets, Colonel Thomas Aspinwall, while major under his command, received an appointment in the U. S. army. Col. Aspinwall, who had distinguished himself at the battles of Sackett's Harbor and Chryslers field, lost his left arm at the sortie of Fort Erie. When he visited Boston, after his recovery, the Cadets welcomed him by a public dinner, at which, as the chief guest, he sat at the right hand of the colonel. Col. Greenough, after some remarks describing his bravery in those battles, in compliment to the guest, gave, as the first toast, — "*Our enemies: the next time we meet, we will beat them single handed.*"

Col. Greenough died of apoplexy on the 6th of August, 1830. A few years after his death, the estimable qualities of his widow recommended her to the notice of General Sumner, who married her as his second wife on the 13th of December, 1836, some years after he had purchased the interest of herself and her minor children in the Noddle's Island estate.

CHAPTER XII.

LEASES OF THE ISLAND; THE WILLIAMS FAMILY.

HAVING traced the possession of Noddle's Island down to three aunts of Shute Shrimpton Yeamans and to their immediate descendants, the record of its subsequent ownership comes into its more modern history; and the various matters pertaining to it are so intimately connected that they should not be separated. Consequently, subjects and incidents antecedent in point of time will be introduced, leaving for advance chapters an unbroken narrative. In this manner a more systematic arrangement will be preserved, and the leading points in the Island history more easily kept before the mind of the reader.

It has already been stated, that on the 10th of April, 1700, the widow of Col. Shrimpton leased to her brother, Nicholas Roberts, and to Benjamin Jackson, merchants of Boston, her dwelling-house, three water-mills, negroes, etc., for seven years, at £200 per annum.

In 1711, Christopher Caprill, a farmer, was a tenant of the Island; in October of that year he petitioned the general court for redress, the troops then encamped on the Island having done him much damage. This subject is more fully treated in the military history of the Island.

There are no records to show, positively, how long Mr. Caprill continued as a tenant, or who immediately succeeded him. It is presumed, however, that Robert Temple was an occupant as early, it may be, as 1720, as in a letter directed by him to Shute Shrimpton Yeamans at Antigua, dated at Boston the 5th of December, 1749, he states that he has been the tenant of John Yeamans for near thirty years past, and one of his ac-

quaintance from his first coming into New England, and that Mr. Yeamans (John) had resided with him on the Island nine months. From the accounts of Robert Temple it appears that this nine months' residence was in 1743, and £75 rent was remitted on account of it. Mrs. Elizabeth Stoddard, in a letter to her grandson, Shute Shrimpton Yeamans, dated at Boston, 12th of December, 1749, and 6th of January, 1749-50, speaking of John Yeamans, says: "He took great delight in being on Noddle's Island."

In a list of papers left by John Yeamans with his attorney, Thomas Steele, in January, 1726-7, there is mention made of a "Counterpart of Mr. Temple's Lease, 1723," also an "Acc^t made up with Mr Temple, 1723." It is probable that these papers refer to Noddle's Island, and, taken in connection with the extract from the letter above given, seem to justify the conclusion that Robert Temple was a tenant of the Island at least as early as 1723, and very likely as early as 1720.

In 1748 he took a lease of it for seven years, at £118 per annum, and afterward a lease of two years, at £130 per annum.

In the lease to Mr. Temple bearing date of the 25th of March, 1748, is a curious provision, which shows Mr. Yeamans to have been a watchful landholder. The clause is this:—

"Sd Temple is to pay £5 farther rent for every Acre above plowed and broke up in any one year, & £5, for every Acre laid down from tillage to grass uneven, not sown with proper seeds, or with manifest ill husbandry, &c, & to deliver up the premises without any waste or destruction thereof, Fire & other Extraordinary Accidents Excepted."

By another clause Mr. Yeamans reserved to himself the right to build mills on the Island; the lease stating that "John Yeamans and his heirs may at any time during this lease build a set of Mills on the premises for his own use, giving s^d Temple the refusal of any contract to be proposed to any others for building the Mills at their own charge."

It is inferred that the mills were not built prior to 1755, as on the 5th of March, in that year, Dr. William Clarke and Thomas Greenough, both of Boston, attorneys of Shute Shrimpton Yeamans, the son of the late John, and appointed by Mr. Yeamans

that year, in his behalf, leased the Island to Robert Temple for seven, eleven, or fifteen years; and in this lease was the same reservation of the right to build mills as in the lease of 1748. It would seem, then, most probable that the mills had not yet been built. This lease also contains the same curious provision in reference to the lands which has been already mentioned. It is impossible to fix the exact date of the building of many of the mills in the vicinity of Boston. Soon after the town was settled, mills were found necessary to grind the native corn of the country, and some were built on the islands and at Dorchester.¹

From Mr. Temple's accounts, we learn that for the six years prior to the 25th of March, 1748, the annual rent was £100. In the accounts under date of 1746, Mr. Temple speaks of "the new house he built y^e farr end of the Farm," and the cost of the house is stated at £7,858 5s. 2d., a sum which shows that the house must have been of no small pretensions. It was a fine large mansion with brick walls, and handsomely terraced, a fit residence for the man of wealth. It was situated on the easterly end of Eagle hill, and had a southerly front. The ground where the house stood is now in the writer's possession, where also is the original well, now in constant use, on lot 316, third section.

The mansion-house on the Island about this time was used as an "inoculating hospital," during the prevalence of the smallpox. Mention is made of it in Drake's History of Boston (p. 685). The history says: "In 1764, when the smallpox raged in Boston, the physicians removed their inoculating hospital from Castle William to Noddle's Island, at the mansion-house where Robert Temple, Esq. had lately resided, 'which contained elegant rooms, suitable for the reception of persons of the first condition.' One of the physicians, Dr. Gelston, to remain constantly on the Island, and the others were to attend when desired."

Among other items of expense, and of money laid out on the Island prior to 1757, is £32 10s. paid in 1748, for four hun-

¹ Mass. Hist. Coll. Vol. III. p. 247.

dred and fifty apple trees, and £20 for a hundred "Locust trees, and planting them out."¹

Robert Temple was also the lessee of Newdigate's farm at Chelsea. There is no record to show at what time he first became its tenant, but from his accounts it appears that on the 25th of March, 1748, rent was due for six years of the Chelsea farm at £30 per annum. On this same date he leased the farm of Dr. William Clarke, attorney of John Yeamans, for seven years, at £30 per annum. This lease also contains this singular provision, —

"To break up but 5 Acres of s^d farm in any one year, & have but 15 Acres of it broken up at any one time during this Lease, And never sow any one parcel above three times, & then lay it down level & in a husbandlike manner. To spread upon the premises all the fodder made there. To bring and spread there two loads of dung for every load of fresh or salt hay, they may spare & carry off to market."

Upon the expiration of this lease, in 1755, he renewed it for seven years more at the rent of £30 per annum, Dr. William Clarke acting as the attorney of John Yeamans.

On the 4th of November, 1760, Shute Shrimpton Yeamans, son of and heir of the above John Yeamans of Richmond, Surry county, England, leased the Island to Samuel Cochran and Thomas Bell of Boston, for the space of seven, eleven, or fifteen years, at a rent of £130 per annum, with the same provisions as to tillage, etc., as in the previous leases of the Island. This lease was to go into effect from the 25th of March, 1761.

Thomas Bell was one of the family of the same name which came to this country from Ireland, and settled in Derry, N. H.² He afterward lived in Roxbury, Mass., until he leased Noddle's

¹ The tax of Noddle's Island for 1756 was £44 13s. 6d.

1757	31 00	9
1758	32 11	3
1759	35 2	0

² Derry was originally settled by Scotch emigrants, who had removed to the north of Ireland at the time of the persecutions which they endured in their native country from James II. of England.

Island. Some business transactions between Bell and Cochran, and sundry arrangements concerning Island matters, are shown in Bell's mortgage of his part of the stock, etc., of the Island to Nathaniel Wheelwright.¹ This paper will best explain itself, and will add some new items to this broken period of the Island history.

"Know all men by these presents that I, Thomas Bell of Roxbury in the county of Suffolk and Province of the Massachusetts Bay in New England, victualler, being indebted to Nathaniel Wheelwright of Boston in the County aforesaid Esqr, the sum of Eight Hundred Pounds Lawfull money for which he hath my Bond this 14th Febr^y 1763, and whereas I the said Thomas Bell Entered into an Agreement with Samuel Cochran of Boston aforesaid for Stocking Noddle's Island, so called, a Copy of which Agreement here follows, viz.: —

"Articles of Agreement Indented, Made, and fully Concluded upon by and between Thomas Bell of Boston in the County of Suffolk and Province of Massachusetts Bay in New England, Victualler, of the one Part, and Samuel Cockran of Boston, in the County aforesaid, yeoman, of the other part, Witnesseth, that whereas the said Thomas Bell and Samuel Cockran, have on the Fourth Day of November last, Leased of Shute Shrimpton Yeamans Esq. all that Island commonly call'd Noddle's Island, for the space of Seven, Eleven or Fifteen years, at the Rate of One Hundred and Thirty Pounds Sterling money of Great Britain p annum, Reference to said Lease being had will more fully appear. Now the said Thomas Bell and Samuel Cockran have mutually agreed, that they will at their own Cost & Charge sufficiently Stock said Island during said Lease with such Cattle, Horses, Sheep & Hoggs, as shall from time to time be thought by them to be most for their Interest, one half of the Cost to be paid by the said Thomas Bell, & the other half by the said Samuel Cockran, and the Proffits or Loss arising from Sales of them to be equally divided between them. The said

¹ For this original paper, and for other original and valuable matter, the writer is indebted to John Avery, Esq., of Lowell, a great-grandson of Thomas Bell.

Samuel Cockran is to live on said Island in the Mansion House, & properly take care of all the Husbandry thereunto belonging, as well as of what stock shall be put thereon as aforesaid, together with what may be sold therefrom from time to time, whether Provender, Cattle, Horses, Sheep, Hoggs, Butter, Cheese, or any other Article or Articles ariseing from the Produce of said Island, all of which he is to keep fair Accompts of. The said Samuel Cockran is to have Privilege of keeping Six Cows on said Island each year free of all charge, and the said Thomas Bell is to furnish him with Ten pounds of Beef & one peck of Meal each Week, Four Cords of Wood each year, three shillings old tenor, each day, and Five Pounds six shillings and eight pence Lawfull money each year, but on the settlement of their Accompts which is to be once Annually, the said Samuel is to Accompt with the said Thomas Bell for his one half of said Allowances last mentioned. Finally, all Income, Rents, Proffits, or Charges ariseing by Virtue of said Lease, as well not mentioned as mentioned, to be equally born and divided by and between the said Partys. To the performance of which the Parties bind themselves their Heirs, Executors & Adm^{rs}: each to the other in the penal sum of One Thousand Pounds. In witness whereof they have hereunto interchangeably sett their hands & seals Eighteenth Day of March Anno Domini One Thousand Seven Hundred & Sixty Two.

“SAMUEL COCKRAN. [Seal.]

“Signed, Sealed & Deliv’d
in presence of
Alex^r Campbell,
John Ball.”

“It is to be understood, that said Cockran is to enjoy and occupy the same Acre of Land which he enjoyed and occupied under Robert Temple Esq^r:¹ and if the said Parties see cause to Lett our part of the Mansion House, as the same is more

¹ It appears from this clause, that he had occupied the Island previous to this time under the lease to Temple.

than said Cockran can improve, the same may & shall be Lett for the most it will fetch.

“SAM^L: COCKRAN.

“Witness Alex^r Campbell,
John Ball.”

“Now in Order that the said Nathaniel Wheelwright Esq^r: may have a further security as Collateral for the payment of said sum and for the further Consideration of Two shillings to me in hand paid, the Receipt whereof I do hereby acknowledge, I the said Thomas Bell do hereby make over and deliver to him the said Nathaniel Wheelwright Esq^r. all my Right, Title and Interest to and in one half of the Stock on said Island, whether it be Horses, Mares, Oxen, Sheep or Hay, and also to all Utensils for Husbandry, in fine to and in one half of all Interest I have to and in anything on said Island by virtue of the foregoing agreement, together with all the Proffits which may arise thereon, and the Produce of said Island as by lease from Shute Shrimpton Yeamans, Esq^r. Provided nevertheless, and it is to be understood, that if said Thomas Bell his Heirs, Executors or Adm^{rs} shall well and truly pay or cause to be paid unto the said Nathaniel Wheelwright Esq^r his Heirs, Executors or Adm^{rs} the aforesaid sum of Eight Hundred Pounds with the Interest which shall arise thereon on or before fourteenth day of February which will be in the year of our Lord One Thousand Seven Hundred and Sixty Four, then this Obligation to be void, & the said Nath^l Wheelwright Esq^r shall return all said Stock & Utensils, otherwise to be in full force & Virtue. In Witness whereof I have hereunto sett my Hand and Seal this Fourteenth day of Febry, Anno Domini One Thousand Seven Hundred and Sixty Three.

“THOMAS BELL. [Seal.]

Signed Sealed and Delivered
in presence of
William Phillips,
Silvanus Stone.”

This mortgage is discharged upon the back as follows:—

“ Know All men by these presents, that I Nath^l Wheelwright within named, for and in consideration of the Sum of Two Hundred thirty two pounds three shillings & 3*d* to me in hand paid by Henry Howell Williams of Noddles Island within named Gentleman, the Receipt whereof I do hereby Acknowledge, have Released and assigned over, and by these presents do release and assign over to the said Henry Howell Williams all my right, title, Interest, Property, and demand of in and to the one half part of the Stock & Utencils on S^d Noddles Island as the same is appraised by Henry Lloyd & Robert Temple Esq^r a schedule of which is hereunto annexed. To have and to hold the Said released and assigned premises as aforesaid to him the S^d Henry Howell Williams and his assigns forever. In witness whereof I hereunto sett my hand and seal this 7th day of May, 1765.

“ NAT WHEELWRIGHT. [Seal.]

“ Signed Sealed & delivered
in Presents of us
John Ball,
J. W. Flagg.”

By the document just quoted, it appears that Henry Howell Williams purchased the one half of the stock mortgaged to Wheelwright by Thomas Bell. He also bought the other half directly of Bell, as appears from the following deed of sale, copied from the original instrument:—

“ Know all men By these Presents that I Thomas Bell of Roxbury in the County of Suffolk & Province of the Massachusetts Bay in New England Victualler. For and in Consideration of the Sum One thousand pounds Lawfull money of New England; To me in hand paid; By Henry Howell Williams of said Roxbury Gent^{lm}. The Receipt whereof I Do hereby acknowledge and myself therewith sattisfied and Paid; And By these, Do Sell, allien, Set over, Deliver, Convey & Confirm; unto him the s^d Henry Howell Williams his Heirs & Assignes forever One full moiety or half part, of all that my Stock of Cretures, Such as horses, oxen, Cows, Bulls, Heffers, Sheep, & Lambs; Utensils, Husbandry Tools, Boats &c on or

about the Island commonly called Noddels Island, within s^d County; or that shall or may hereafter Be brought On to said Island, by me or my means or procurement or by any other Person or Persons acting from by or under me Dureing the full Term and Space of fourteen years next Ensueing; Together with one half the neet proceeds or proffits ariseing thereon During the Term of fourteen years as afores^d — As also, one full moiety or half part of all the Neet Proffits that shall or may arise from the said Island, Dureing the said Term (or the Term of my Improvement there) over and above the yearly Rents rates and Taxes assessed on the same and other necessary Contingent Changes arising there. In Testimony whereof I have hereunto Set my hand and Seal this first Day of June A. D. 1763, and Third year of King George's Reign.

“ THOMAS BELL. [Seal].

“ Signed Sealed & Delivered

in presence of us

Abigal May,

Jo^s Williams.

“ Suffolk ss Boston May y^e 16th 1764. Personally appearing Mr Thomas Bell The above Subscriber, and acknowledged the foregoing to be his free act and Deed Before Joseph Williams Just^{ce} Peace.”

Thus Henry Howell Williams became, by purchase, the owner of all the stock, farming utensils, etc., on Noddle's Island.

Under date of the 9th May, 1763, Thomas Greenough writes to Mr. Yeamans: “ The Island is in a bad situation as to tenants. He that carried on the business of the farm, Mr. Cothren (Cochran), this day died. He was an honest man, has left a family and but little substance.”

On the 15th of November, 1764, Shute Shrimpton Yeamans leased the Island to Thomas Bell and Henry Howell Williams for the space of seven, eleven, or fifteen years from the 25th of March, 1765, at the previous rent of £130 per annum. Mr. Williams was on the Island some little time previous to the giving of this lease, probably having moved there in 1762, in which year the Island was leased to him by Shute Shrimpton



HENRY ATWELL WILLIAMS

engraved by G. Kneller

Yeamans. This lease was formerly in the possession of Mr. Avery (before alluded to), and has recently been deposited by him in the library of Harvard University. A clause in a letter from Thomas Greenough to Mr. Yeamans, dated the 15th of August, 1764, shows that Mr. Williams was on the Island in the year 1762.

The letter referred to states that "Mr. (Robert) Temple has lost by his Brother £1,200 sterling, and now he would be glad to leave Noddle's Island again, that is, not to live on it himself, but to put another man on it to share the profits. I have a very great regard for Mr. Temple, but were he my own Brother and he had so many Farms to look after as he has, I could not consent to it by any means; why, because the young Gent^{mn}, Col. (Joseph) Williams' son, a smart young fellow about 27 years of age, has been on the Island about 15 or 16 months, and has fared hard and has laid out himself to his uttermost to stock the farm (one half) and has kept the garden and Island in as good order as ever I saw it in my Day. I was over yesterday, walked about six miles out and home, through Marshes, bogs, &c., and Mr. Williams showed me ditches he has made to drain the water of the land; hopes soon to have salt grass, nay, he will mow some this year. He told me he spent a full month in ditching, which he don't charge you a farthing for if he continues on the Island, otherwise will be paid for it. Now upon the whole I believe this young man, please God to spare his life and health, will prove a good tenant."

Henry Howell Williams,¹ "the smart young fellow" alluded to in the preceding letter, was the son of Col. Joseph Williams, and was born on the 23d of October, 1736. His lithographic likeness upon the opposite page is from an original portrait by Stuart, in the possession of John Avery, Esq., of Lowell. On the 28th of January, 1762, he married Elizabeth, daughter of Thomas Bell, lessee of the Island, as before mentioned, and the same year took up his residence there. Here was his home until he removed, about the year 1800, to Chelsea, where, some years previous, he had purchased Governor Bellingham's farm. The Williams journal, which appears to have been principally

¹ MS. Journal of Williams family, and History of Williams family, p. 296.

kept by the daughters of Mr. Williams, says, under date of the 8th of April, 1793, "Papa went to Chelsea immediately after dinner; there purchased a farm;" and in the margin opposite, "This is the day our Father purchased the Chelsea Farm." By consulting the journal, it appears that a constant, in fact a daily, intercourse was kept up between the Island and Chelsea. After the purchase of the farm, the different members of the family were continually passing and repassing, until Mr. H. H. Williams permanently removed to Chelsea. Mr. Williams had a large family of children, all of whom were born upon the Island, and the family journal enables the writer to fill up some vacancies in the valuable history of the Williams family. The children were born as follows: namely, Elizabeth, 6th August 1765, married Andrew Sigourney, 7th October 1797, died in 1843; Henry Howell, 9th March 1767, married Sally Williams, 25th September 1800, died 1832; Martha, 25th August 1768, married Daniel Sigourney, 28th January 1798, died 1828; Thomas, 2d September 1770, married Eliza Avery, 3d February 1803, died 1833; John Shirley, 3d May 1772, married Nancy Hunt, 6th May 1807; Harriet, 1st December 1773, married John Avery, Jr. (father of John Avery, Esq., of Lowell), April 9th 1799, both lost at sea 27th October 1800; Ardelia, 6th July 1775, died unmarried, 9th April 1838; Nancy, 19th March 1777, married Amos A. Williams, October 1802, died at Baltimore, 7th September 1804; Catharine, 15th January 1780.

The different weddings are described at full length in the journal.

During Mr. Williams's residence there, Noddle's Island was a great place of resort; the family acquaintance was very extensive, the relations by marriage very numerous, and the well-known generous hospitality of his Island home kept his house filled with friends. Indeed, judging from the daily account of the family, the boats were continually plying between Boston and the Island, carrying to and fro throngs of visitors. Mr. Williams vied with his predecessor, Maverick, in his hospitality; his house was large, elegant, and richly furnished for those times, his table sumptuous, and his cellar well stocked; a hearty welcome was given to all, and a daily record is truly a list of

daily callers and visitors. As visitors entered the hall, they saw its walls ornamented with twenty-four pictures in gilt frames; a dozen black-walnut chairs quietly offered comfortable seats, two tea-tables with a set of China upon each, and two mahogany dining-tables, a mahogany tea-chest, knives and forks, and two dozen wine-glasses, gave significant evidence of the good cheer within. Six daughters added no small attraction to the mansion; a piano-forte, a rare instrument in this country at that time, stood in the parlor, and the young ladies entertained their friends with music and songs, and were not dependent upon the city for the pleasure of a social dance. Gen. Putnam, Gen. Knox, and Gen. Lincoln visited there; Judge William Tudor also, who is called by one of the family "Papa's particular friend;" the clergymen of Boston sat at his table; and, if the expression could with propriety be used, the nobility of the vicinity frequented the hospitable mansion.

While the town of Boston was held by the British troops, and active hostilities were going on, Mr. Williams was placed in very trying circumstances. Situated without the limits of the city, on an island, he was constantly exposed to, and suffered from, the marauding expeditions of the enemy; and while he was wholly unable to resist attacks from this quarter, or to prevent some of his fine stock from falling into the hands of the British, he did not escape entirely free from an unjust suspicion of favoring the enemy.

His fine house with all its furniture was burned, and his stock of cattle and horses given away or killed by the Americans to prevent the British taking possession of them.

A list, given under oath, of the contents of the house and out-buildings at the time of the conflagration, shows the manner in which the house was furnished, and with what liberality the cellar and larder were stored, and is very interesting as illustrative of the life and habits of Mr. Williams, and that his unbounded hospitality was not likely to exhaust his resources. Some items on this list show the liberal provision made for the family; for instance, "9 Barrells Flour," "4 Cwt. Hard Bread," "2 Barrells Peas and Beans," "422 Bush^{ls} of Indian Corn & Rye," "50 Bushels Potatoes," "11 Barr^{ls} Pork," "1

Barrel Tongues," "2 Butts of Vinegar holding 6 Barrels," "3 Barls of Cyder," "2 Q^r Casks Wine," "1 Hamper Dorchester Ale," "6 Dozen excellent Cyder," "3 Dozen Curr^t Wine," "3 Hogsheads Old Jamaica Spirit 231 Galls," "3 Hogsheads New rum just got home from the West Indies," "500^{wt} fine Bacon," "1 hhd Molasses," "150^{wt} fine Old Cheese," etc., etc.; and thus the quotations might be extended into every department of the household, showing the same liberal arrangement in all the requisites of a well-regulated and hospitable family.

Mr. Williams's loss by the conflagration on the Island and seizure of stock was a serious one. In the list from which the above quotations have been made, mention is made of "43 Elegant Horses put into the Publick Stables, 3 Cattle taken and used as provisions for the army, 220 used as provisions as above, 4 fine swine, 5 Dozen Fowles, Turkeys and Ducks. £1470."

In partial remuneration for his loss, Gen. Washington gave him a building used as barracks by the troops at Cambridge. This he removed to the Island and erected, and it was occupied by him as the family mansion (little resembling, however, the one which was burned), and after him by his son Thomas, until the tenancy of the Island was relinquished by the family. The work of rebuilding on the Island after the fire was speedily commenced, but at much less cost than before. The house was of one story with Lutheran windows in the roof in front, a passage-way or hall from the front to the rear, on each side of which was a large room with bedrooms adjoining the west, or drawing-room, and an L part consisting of two rooms used for kitchens, etc. According to Mr. Williams's bills of the expense of buildings erected in 1776 and 1777, the whole cost was £427 1s. 10d., and the buildings consisted of a house, barn, corn-barn, and store on the wharf. This subject will be treated upon at length in another chapter.

When Mr. Williams removed to his farm called "Howell Place," at Chelsea, he left his son Thomas upon the Island, and to him he soon relinquished the tenancy. Thomas Williams continued to live upon the Island as its tenant, at an annual rent of \$1,000, until a year or two after its purchase by the

East Boston Company.¹ As has been before stated, he was born upon the Island. A letter written by him on the 10th of January, 1832, states that he "was born on Noddle's Island, and had lived on it and occupied it for over fifty-five years." He removed to Chelsea, where he died on the 5th of December, 1833.

Henry Howell Williams died at Chelsea on the 26th of December, 1802, in the sixty-sixth year of his age. The following is taken from the family journal:—

"This Character given our Father by a partial friend, Died at Chelsea, December 26, (1802) Henry Howell Williams, Esq., aged 66 years, after three months confinement, which he bore with Christian fortitude. Few men of his occupation in life were better known or who lived to that age were more generally beloved, or quitted life more sincerely lamented. He was a man of integrity and uprightness, a man of industry and perseverance, whose benevolence and generosity had no bounds. Mild and conciliating in his manners; sincere in his affections; irreproachable in his morals; warm and unalterable in his friendship; and in his domestic life amiable and affectionate. By this event his consort is deprived of an amiable and affectionate partner, his children, of a tender and indulgent father, his relations and acquaintances, of a kind and endearing companion, and society of a good and worthy citizen."

A descendant speaks of him in the following words: "His appearance was that of a hale, hearty English gentleman, fond of his friends, of great sociability, ready for a merry time at home with his children and visitors, not particularly abstemious (I find some of his travelling bills in which 'punch' is a pre-

¹ From original papers we ascertain that the rent of Noddle's Island for the three years prior to the 25th of March, 1794,	
was £110 a year,	\$1,733.34
For the six years ending the 25th of March, 1800, at £200,	4,000
For the eleven years ending on the 25th of March, 1811, at \$1,000,	11,000
For the twenty years,	\$16,733.34
For repairs to wharf, sea-wall, etc.,	2,679.05
Net rent for twenty years,	\$14,054.29
Average yearly rent for twenty years,	\$702.71½
For several years previous to 1771, the annual rent was £110 sterling.	

dominant charge), and generally of a jovial and joyous disposition. He had, however, a strong temper, which was easily roused, when no doubt he used a mode of expressing his feelings such as Lord Orford confessed to the Bible Society he feared he did sometimes."

The Williams family thus held possession of the Island for about seventy years; so long that it almost lost its proper name, and was familiarly called Williams's Island. The Island interests were well cared for, and the proprietors were well satisfied with their tenants. The long course of years through which the tenancy remained in the family is conclusive proof of the state of feeling existing between the contracting parties. The visits to the Island by the owners have been described in the Introductory Letter. Those were days of enjoyment; air, earth, and sea contributed to the richly loaded tables, and the ladle gave many a dip into the old-fashioned punch-bowl. The hospitality of the tenant was never more apparent than on these occasions; for hospitality and shrewd policy united to make the visits of the proprietors seasons of festivity and good feeling.

During Mr. Williams's residence upon the Island, he had numerous individuals in his service; but who they were, or how long they severally remained, it is now impossible to ascertain. To support the style of life which was characteristic of the Island mansion, a large number of house-servants was necessary, and the proper care of the farm demanded many out-door laborers. With the exception of what is contained in the Williams journal, there is but little known of the Island history during a part, at least, of Mr. Williams's lease. We find mention made of houses and persons of which we have no particular knowledge; and the original record is all from which any information can be obtained. For instance, in the journal, under date of the 22d of May, 1795, is found the following: "I forgot to mention Mr. Tay drank tea here yesterday. He ought not to be forgotten, as his father was one of the farmers on the Island, and he was born on it, I believe. All I know about it is, there were three houses for the tenants that took the care, made butter, cheese, and attended to all the duties of such an establishment in a farmer-like manner." At this distance of time it is difficult to determine about this gentleman, or these

three houses; but there can be no doubt as to the correctness of the record.¹ The writer recollects the name of Tay, but has no particular knowledge of him.

On the 17th of February, 1800, as the journal states, died Alexander Shirley, "aged eighty-three, an *inhabitant of the Island for upwards of fifty years.*" He went familiarly by the name of "Governor," and in the account of his sickness and death he is spoken of by that name. Who he was is unknown, but probably was a laborer, judging from the following record: "5th of February, 1795. Governor Shirley, an old man that has *lived with papa ever since he has been on this Island*, was last Saturday taken sick," etc. If these accounts are correct, he must have been upon the Island some years previous to its occupation by Mr. Williams. The funeral was attended on the 18th, from the house of Mr. John Fenno, on the Boston side of the channel, and the deceased was buried in Copp's hill cemetery.² The "Governor" had a wife, who lived upon the Island, and a daughter, Mrs. Welsh, is mentioned as coming to the Island to see her mother on the evening of the funeral.

It has been stated, that the army barracks at Cambridge were given to Mr. Williams as a partial remuneration for his loss by the fire in 1776. There was another building on the Island, called the "French barracks," situated under the hill, or at the foot of the site of the old fort. This building was about one hundred feet long and one story in height. Mr. Avery, of Lowell (before mentioned), well remembers hearing his grandfather, H. H. Williams, speak of the very great mortality from fever (yellow, he thinks) among the French soldiers who occupied these barracks. The precise time of the erection of this building is not known, nor many particulars regarding it; but the fact of its existence is well established, and also that it was used as a hospital for the French soldiers. Some light is thrown upon the subject by the following extracts from the Massachu-

¹ These "three houses" may be the ones referred to in the military history, in the list of buildings destroyed by fire.

² The name does not appear in Mr. Bridgman's History of that cemetery, from which it is probable that no stone was erected bearing an inscription.

setts Archives. The first is a petition presented in 1780, and is in these words:—

“ May it please your Honors. The Commanding Officer of the French Troops has applyed to me for a Hospital for the sick, and as there is Continental Barrack on Noddles Island, suitable for that purpose, and as Mr. Williams owns the Soil, and I suppose he will make Objection to their going into Barracks, I pray your Honors would be pleased to give Orders that they shall not be molested in said Barracks.

“ I am with great respect

“ Your Honors Obedient Servant,

“ THO. CHASE, D. I. M. G.”

The answer to this petition is as follows:—

“ In Council, July 18, 1780.

“ Read & Ordered — that Col^o Thomas Chace, D. I. M. G., be, and hereby is directed to take Possession of the Continental Barracks on Noddle’s Island for the Use of the sick Soldiers on Board the Ship *Le isle de France*, arrived this morning from France, belonging to his most Christian Majesty.

“ The Honorable Council.

“Attest,

JNO. AVERY, D. Secy.”

There is a probability that the “ French barracks ” were occupied as tenements by workmen on the Island ; at least, this inference is drawn from a record in the Journal (24th April, 1800), which states that a Mr. Fisk had been hired as foreman on the Island for the summer, and that, with his family, he had that day moved into the barracks. This must allude to the French barracks, as the others had been converted into Mr. Williams’s dwelling-house. Mr. King, who carried milk from the Island to Boston, also lived in these French barracks.

The references in the journal to persons and occurrences are numerous, and many of them are interesting and valuable. Extending through a long course of years, and being a daily record, a vast amount of miscellaneous matter is there perpetuated,

which well repays the search of the antiquary, but of which a great deal is not pertinent to our direct narrative.

It is impossible to make very copious extracts from the Williams journal, although frequent use is made of the volumes for reference and in other ways. Still, to show the general character of the books, and to give some insight into the family affairs upon the Island, a few selections are given, which will doubtless interest the reader, and give pleasure while imparting information. The extracts, which are fair specimens of the whole contents, will fully sustain all that has been said of the hospitality for which the Williams mansion was so celebrated, and of the class of persons who visited the Island. Frequent allusion is made to visits made by the author and his father (Governor Sumner), and other proprietors of the Island, as before mentioned in the Introductory Letter.

"Wednesday, April 10, 1793.—Very pleasant. Papa spent the forenoon in town; returned to dine, and brought us word that Mrs. Tudor would spend the day and keep fast with us to-morrow. . . .

"Thursday, 11th.—Very pleasant, but cold; a day of fasting and prayer; and such it really was at Noddle's Island. All went to meeting, except Patty and Harriett. At eleven o'clock, the ferry-boat landed two men and two women, who proved to be relatives of Edward King's. At half past eleven, the boat returned with Mrs. Tudor, four children, and Mr. Brade. Mr. Lathrop preached from the First of Samuel, second chapter, and thirtieth verse. I ask ten thousand pardons for forgetting Mrs. Seaver, who likewise dined here—but such a clacking! If it was possible, I would number the tongues. Papa, mamma, Mrs. Tudor and children, tarried at N. I.; the rest went to meeting, etc.

"Sunday, 21st.—It being so cold and windy, papa advised us to stay at home, and he, with Harry and Tom, went to meeting. Capt. Rogers came with them to dinner. . . . Mr. and Mrs. Alexander made their appearance this afternoon, in their new chariot; it was quite a parade, being something of a novelty to have such a carriage stop at the New North. No won-

der it attracted the attention of all the people, being the first that has been owned here for a great number of years.

"Tuesday, 25th June. — Very pleasant. Papa went to town at ten; directly after, Mrs. Dr. Davis and Mrs. Bartlett came over to spend the day; at twelve, Mrs. Archibald came, and Mr. Sumner came at two. Papa, Colonel Dwight, and Jack Avery joined us. After dinner, Mr. Archibald went over, and brought back Madam Shaw, Mr. and Mrs. Shaw, Miss Proctor, and Miss —. Dr. Bartlett and Ben. Beal came in the last boat. It began to rain about seven, and rained all the evening. Soon after tea, Mrs. Davis, Dr. Bartlett, and B. B. left us. Between ten and at eleven they all took leave but Madam Shaw, N. Hill, and the two Miss Averys.

"Wednesday, 25th. — Cleared off in the afternoon, and Mr. Sumner and Avery came over for the girls. At four the boat came for them. Madam Shaw and mamma went with them. Papa returned to tea; brought Colonel Williams and Colonel Dwight home with him, who spent the night. Mamma returned at nine.

"Thursday, 10th October. — Boat returned with the ladies, fourteen in number. In the evening came the gentlemen. We sang and danced.

"Monday, 14th. — Very pleasant. Papa went to Boston early. At twelve o'clock we all took a bit of Luntion, and went over to see the funeral of the Governor, who was inter'd with all the Pomp, Ceremony, and Honors due to so dignified a character as Mr. (John) Hancock. Upon the most moderate calculation, it is said there were upwards of twenty thousand people in the procession. And the spectators; — every house and street was thronged.

"Tuesday, June 3d, 1794. — At four the castle barge landed four gentlemen: General Jackson, General Davidson, Col. Waters, and the engineer, to view the fort; they chatted an hour, drank a glass of Perry, and then took leave.

"Friday, 25th of July. — Three Miss Averys, their brother, Mr. Sumner, and Mr. Hale came over and passed the afternoon.

"Wednesday, 10th June, 1795. — Papa went to Boston; came

home at three and told us that General Knox and General Lincoln intended paying us a visit to-morrow.

"*Thursday, 11th.* — Papa waited till ten, expecting the generals, then went to Boston; at eleven he returned with them; General Lee rode, General Knox and papa walked to the farm, and at one they returned to Boston.

"*Thursday, 24th Sept.* — Papa told us the death of Mrs. Tudor, the old lady.

"*Friday, 25th.* — Papa went to the funeral of old Lady Tudor.

"*Sunday, 11th October, 1795.* — Had an invitation to dine at Judge Sumner's next Tuesday.

"*Tuesday, 13th.* — A most elegant day; wind west. After breakfast, came Mrs. Ruggles and Mrs. Dr. Davies to pass the day with mamma. When they heard of our engagement at Roxbury, they would not be prevailed on to stay; so that took a luncheon, and went over with us at one o'clock; papa, mamma, Betsey, and Patty to the Judge's (Harriett went to Brain-tree with Avery, who left us in the morning.) Had a very pleasant visit, and met a large party. Among the number was Madam Sullivan and our friend Mrs. Lee. We came away at dark, etc.

"*Friday, April 8th, 1796.* — Mr. Eliot and Miss Treadwell spent the afternoon here, left us at eight. We heard to-day of the death of Mr. Thomas Russell, who died this morning; he has not been sick more than ten or twelve days; he was a great merchant in our town.

"*Monday, 11th.* — Papa went over in the afternoon to attend Mr. Thos. Russell's funeral. . . . People flocked from all quarters . . . the houses and streets were thronged, the streets shut up, and every thing seemed to mourn the loss of so worthy a man.

"*Monday, 11th July.* — A cloudy warm morning; as fine a one for musketoos as ever was. Just before eight, Capt. Scott and son arrived; after breakfast papa invited the captain to pass the day with us; he was very willing to. James (Scott) left us soon after, promising to return to dine, and bring the news of the day. After he had got some way from the wharf, his father took the speaking trumpet and told him to bring his sisters; at half-past twelve he came, brought his two sisters,

Mr. and Miss Sheaf from Portsmouth, who are related and keep at Mrs. Hancocks. Mrs. H. desired her compliments, and would have come had it not looked so likely for rain. Tom, went to Boston, returned at one with Sally Williams. Fenno landed at the same time with Parson Murray, who came to see papa. We spent a very merry and sociable day.

"*Saturday, 13th August.* — Mr. Hyslop, one of the owners of this Island, was buried this afternoon, it is said he has left eighty thousand pounds worth of property, and only two children.

"*Tuesday, 11th April, 1797.* — Mr. Sumner, a gentleman that graduated last year at Cambridge, came to see brother Jack; the wind blew so hard in the afternoon that he could not return, and of course passed the night here."

From Noddle's Island there was a fine view of Hart's ship-yard at the north end of Boston. In this yard was built the frigate Constitution, the pride of the navy. Hundreds went over from Boston to the Island to see the launch from the opposite shore. Some interesting particulars are to be found in the Williams journal, from which the following entries are quoted:—

"*Tuesday, 17th September, 1797.* — . . . Before sunset the ferry-boat brought Mr. Hill and two daughters, Mrs. Mears, Mrs. Blany and daughter, Mrs. Thayer, cousin Susan and Martha, Sally, and Betsey Avery, to pass the night, to see the frigate launched on the morrow, etc.

"*Wednesday, 20th.* — Wind N. W., pleasant but cold. The company began to assemble early. A large number of our friends came over besides strangers. Papa thinks there were about six hundred on the Island, and one hundred that partook of a eleven o'clock and dined with us. There were Mr. Carey, wife and family; Mr. Avery, wife and family; Mr. Hill and family; Mr. Scott and two daughters; our friends and relations from Boston and Roxbury, too many to enumerate. Some left us after; had about forty to tea. These left us all but those who tarried last night, except Mrs. Blany and daughters; the Mr. Sigourneys went over this morn. Daniel (S.) came over with his mother. Andrew (S.) was to be launched in the frigate, but like ourselves and thousands of others, was

disappointed as the vessel did not move more than eight feet before she stopped. The colors were then dropped as a signal she would not go off to-day, etc.

"Friday, 22. — A fine day. Scott erected a tent again on the hill to accommodate those persons that come over to see the ship launched, as they intend to make another attempt to-day. A great number of people came over, but not as many we think, as on Wednesday, and again were disappointed as the vessel stuck, and could not possibly be got off. Several gentlemen called to take some refreshment."

The third attempt was successful, and the ill-fated ship, as the superstitious sailors supposed her to be, glided beautifully into the water. The journal says:—

"Saturday, 21st October. — Wind east and rather cold. Papa and the boys went to Boston. At twelve o'clock we all paraded up the hill to see the ship-launch, as she was to make tryall for the third time. A great number of people collected on the wharf, and a few boats in the harbor; only one boat of people landed at the Island. At half-past twelve she went, and I think that every one that saw her must be gratified, as it was impossible for anything to go better, or look prettier."

The unparalleled successful career of the "Constitution" is known to every one, and she is the pride of the navy and the nation.

"Monday, 23d December, 1799. — At one the bells all began tolling (at Boston); when Thomas returned to dine he informed us it was for the melancholy news—the death of Gen. George Washington, which had arrived late this morning. An event so mournful excites the keenest feeling of anguish. Business of every kind was suspended, the stores and shops throughout the town were shut, and such other testimonies of respect as the moment suggested were immediately paid; the theatre and museum were announced to be closed for a week, and the inhabitants walked about not knowing what to do. Gen. Washington was in the 68th year of his age.

"Sunday, 29th. — Mr. Eliot (preached) all day; in the afternoon a funeral sermon on the death of the ever lamented George Washington from the 90th Psalm and 12th verse, 'So teach us to number our days that we may apply our hearts unto

wisdom.' The pulpit and deacons' seat were shrouded in black, and many of the congregation were in mourning.

" *Monday, 30th.* — Papa to Boston at ten as there was a meeting of the inhabitants of the town of Boston at Faneuil Hall, to consult on measures of paying suitable Respect to the memory of the deceased Washington, when in compliance with heaven's high mandate, the hero of his age lies numbered with the dead; the revered sage, the august statesman, the father of his country has resigned his breath; the idol of an empire, the envy and admiration of distant nations, and the brightest ornament of human nature, — Washington is no more.

" *Tuesday, 31st.* — Doctor Morse of Charlestown delivered an eulogy on the death of Gen. Washington, this afternoon, the first in the neighborhood of Boston. Washington's elegy was put on Gen. Warren's monument while the discourse was delivered. So ends the year of our Lord, 1799, in prayers and mourning for the loss of a Blessed Washington.

" *Thursday, 2d January, 1800.* — Military funeral ceremonies were performed at Fort Independence, on Castle Island, this day, to evince their respect for the memory of Gen. Washington.

" *Saturday, 9th.* — Tributary honors were this day paid by the inhabitants of Boston to the memory of the illustrious deceased, George Washington. Every office, store and shop was closed, and business entirely suspended; the flags of all the shipping in the harbor were hoisted half-mast high, mourning crapes were worn by every individual of any respectability, and the ladies likewise manifested those attentions which sensibilities pay to departed heroism and virtue; infancy caught the pious sorrow of the hour, and the rising generation dropped the manly tear. At half-past twelve the largest procession which was ever seen in the town proceeded from the new State-house, through the most public streets to the old brick meeting-house, where an excellent eulogium was pronounced by Judge Minot. At sunrise, sixteen guns were fired, and bells began tolling, — then signal guns, till the procession moved, every half hour, — from which time minute guns were fired till the time of the delivery of the eulogium; then the firing of guns each half-hour was resumed and continued till near sunset; the bells then

ceased tolling, and a discharge of sixteen guns closed the ceremonies. The day was remarkably clear; not a cloud passed over the horizon; the sun shone with uncommon brilliancy, but it was reflected on a wintry ground; the trees were bereft of their honors, the murmuring streams had forgotten to flow, the song of the vocal chorister was mute, — Washington slept in dust, nature breathed the requiem of peace. Papa went over at ten, in order to join the procession; he with mamma dined at Mr. Coffin's," etc.

"*Saturday, 8th February.* — This was the day set apart for the great and mighty man, Fisher Ames, to deliver an eulogy on the sublime virtues of the late deceased General George Washington. The procession moved from the State house at eleven o'clock, and arrived at the Old South meeting-house. The procession was very lengthy, and the people in the house were very numerous. The eulogy was elegant and spirited, considering the occasion. It was highly political, and yet the orator was not guilty of digression. This discourse is said to be far the best yet delivered on this mournful occasion.

"*Tuesday, 11.* — The day appointed for the masonic procession in honor of the illustrious Washington. The bells rang from eleven till two; the parade moved from the new State house to the Old South meeting-house, where an excellent eulogy was delivered by Mr. Bigelow. The procession is the most splendid we have had in Boston. A white urn supported by six sergeants elegantly decorated, representing the genius of masonry weeping o'er the urn with this inscription: 'Sacred to the memory of Brother George Washington, raised to the all-perfect Lodge 14th Decr. 1799, ripe in years and full of glory.' Nine boys bearing sprigs of cassia, and nine girls bearing baskets of flowers, all dressed in mourning, which had an elegant appearance.

"*Tuesday, 2nd September.* — [H. H. Williams at this time lived at Chelsea.] Papa and mamma came from Chelsea in the morning to meet the proprietors of the Island, as they intend visiting it to-day. At eleven the boat went over for them, and before twelve it returned with Mrs. Sumner, son and daughter, Mr. and Mrs. Hyslop, and Mr. Greenough. They took dinner with us, and left soon after."

In the Introductory Letter, reference was made to the proposed establishment of a navy-yard at Noddle's Island. The journal mentions it in the following entry:—

"*24th March, 1800.*— Very pleasant. Papa and Thomas to Boston. Papa returned to dinner as the select men of Boston were coming here in the afternoon to view the Island and determine whether it will do for a navy-yard. They came at four in Dillaway's boat which waited for them until six; they then took leave after refreshing themselves with wine, brandy and water."

Attention was very generally turned to the Island as a suitable place for a navy-yard, and Mr. Darracott (father of the present George Darracott, Esq.), impressed with its peculiar fitness for such a purpose, went to the Island with measuring apparatus, and after spending some time in making observations, sketched a map, or plan, marking down the mill-pond with considerable care, as he thought it afforded good conveniences for a dock.

Very fortunately, as the result now proves, but to the great disappointment of the proprietors of the Island at the time, Charlestown was selected as the site of the yard. A gentleman, in a note to the writer on this subject, says, that the Charlestown people sent Dr. Morse, the Orthodox Congregational clergyman of the place (father of the proprietors and editors of the New York Observer, and of the inventor of the electric telegraph), to Washington, as a delegate to favor their cause. To his efforts were added those of Dr. Putnam, and in this manner Charlestown secured the navy-yard, and that valuable location was ruined for business purposes.

"*Saturday, 25th April, 1801.*— Papa went to the Island to meet the owners of it and three other gentlemen who had gone over to appraise some things papa left there. He came home to dine; Mr. Greenough, Mr. Hyslop, Mr. Sumner, Mr. Parker, and brother Thomas with him: Mr. Smith and Mr. Blany were also of the party at the Island, and went from there to Boston, as business prevented their dining here."

Extracts like these could be made sufficient to fill a volume, but want of space will not allow of further quotation, and sufficient has been given to show the character of the journal. The

thought naturally suggests itself while reading these passages, that, if similar family records were more numerous, if individuals were only careful to note the passing events of interest, the historian would find his labors lightened, and matters of value and interest to the reading and thinking public would be preserved.

CHAPTER XIII.

MILITARY OPERATIONS ON NODDLE'S ISLAND.

NODDLE'S ISLAND is not without its "purple testament of bleeding war." Murderous cannon have bristled from fortifications on its hill-tops; thousands of armed men have camped upon the slopes and in the valleys; the sound of musketry and the roar of field-pieces have made the Island tremble; the quick march of eager troops and the struggle of real conflict have wasted its green fields; and, with long lines of embankments, the strong forts upon its summits have protected the channel.

Maverick probably commenced the military history of the Island with the planting of his "four murderers" ¹ in his "fort," to protect himself from the attacks of Indians, or any other enemies; but we do not learn that he ever had occasion to use them. In years subsequent, fortifications were built at Boston and in the vicinity, and on some of the islands in the harbor, and it is not improbable that defences may have been raised upon Noddle's Island; but we have no definite account of any works at so early a period.

Whatever pertains to military affairs upon the Island, divides itself into three periods, namely: the expedition to Canada in 1711, the Revolutionary war, and the war of 1812. In these different accounts, all general description of causes and effects, of policy pursued, or circumstances not pertinent to our Island history, will be avoided, as far as is consistent with a clear narrative. These three divisions, although separated by intervals of many years, will be given in one chapter, for the convenience of the reader, and that the military history of the Island may be presented at one view.

¹ Ante, p. 73.

I.

The Expedition to Canada in 1711.—The greatest military display ever made upon the Island was undoubtedly at the time of the encampment there of the British¹ forces, previous to their departure on that powerful and ill-fated expedition against Canada, in 1711.¹

The immediate antecedents and causes of this expedition may be concisely stated as follows:—

The treaty of Ryswick, in 1697, regarded by all parties as only an armed truce, put a nominal end to the war between England and France known as King William's war, although the Indian allies of the French in this country continued their depredations for some time after the declaration of peace. Still, points of difference remained unsettled, and were the immediate cause of angry feeling and dispute between the two governments. Matters of greater national importance were mingled with these, and soon led to the renewal of hostilities.

Upon the death of King William, in 1702, Anne, princess of Denmark, and eldest surviving daughter of James II., quietly succeeded to the throne. This blasted the hopes of Louis XIV., who, in violation of the treaty of Ryswick, and before the death of William, had proclaimed the Pretender to be King of Great Britain and Ireland, under the title of James III. War was now inevitable; and in May, 1702, a declaration of hostilities against France was announced on the same day at London, the Hague, and Vienna.

In America, the whole weight of the war fell upon the New England colonies, and particularly upon Massachusetts and New Hampshire, these bordering directly upon the enemy's country. The declaration of hostilities was immediately fol-

¹ In this account, use has been made of Hutchinson's History of Massachusetts Bay, Admiral Walker's Journal, Marshall's Life of Washington, Belknap's History of New Hampshire, History of Modern Europe, Drake's History of Boston, besides original documents in the possession of the author. These authorities are here mentioned to prevent a too frequent recurrence to them in the narrative.

lowed by predatory incursions from Canada of the French and Indians upon the exposed parts of New England; and this desolating warfare was carried on for some years, Massachusetts and New Hampshire having been left to struggle with the combined strength of the French and their Indian allies.

This prolonged contest was destitute of any striking circumstances, but was attended with great expense and infinite individual distress. The colonies, attributing their calamities to the French in Canada, earnestly solicited the crown for sufficient aid to subjugate that country, and in the autumn of 1708, an address to the queen was voted by the general court of Massachusetts. This address was strongly supported by Francis Nicholson, who had been lieutenant-governor, first of New York and afterward of Virginia, and Samuel Vetch, a man well acquainted with the French settlements in that quarter.

Influenced by these representations, the British ministry decided to send an expedition against the French settlements in North America, and an extensive plan of operations was formed for that purpose. Five regiments of regular troops were to be sent to Boston, there to be joined by twelve hundred men, to be raised in Massachusetts and Rhode Island; and these States were also to furnish transports, pilots, flat-bottomed boats, and three months' provisions for their own men. With this force it was intended to besiege Quebec; and another army, to be raised in the colonies lying south of Rhode Island, was to attack Montreal at the same time. Nicholson was appointed to command the troops destined for Montreal, and marched to Wood creek, and waited there the arrival of the English troops. In the mean time, the New England troops were waiting at Boston for the arrival of the British. But neither men nor tidings came from England; and, after waiting from May till September in daily expectation of the fleet, Vetch proposed a meeting of the governors of the colonies, to see to what use they could put the troops, in order that the expense incurred might not be wholly lost. At length, on the 11th of October, two or three days before the congress of governors was to assemble, news arrived that the forces intended for America had been sent to Portugal; and the colonists were directed to turn their attention to the reduction of Port Royal, in Nova Scotia.

But on account of the refusal of the naval commanders to engage in a service which promised neither glory nor profit, and also on account of the lateness of the season, the troops were discharged and the enterprise abandoned, to the severe disappointment of the colonists.

But General Nicholson persisted in his efforts, and on the 18th of September sailed from Boston with an expedition for that destination. Speedily investing Port Royal, he compelled it to surrender on the 5th of October, and, in compliment to the queen, changed the name to Annapolis. Leaving a garrison sufficient to guard it, he returned with the troops to Boston. Thence he went to England to renew the solicitations for an expedition against Canada, confident of success in the undertaking. A tory ministry was now in power, and the colonists, being all whigs, supposed the ministry to be determined on peace, and not inclined to make further acquisitions from the French possessions. There was a general surprise, therefore, when, on the 8th of June, 1711, General Nicholson arrived at Boston with orders from the queen to the governors of the colonies as far as Pennsylvania to have their quotas of men and provisions in readiness for such an expedition upon the arrival of the fleet and army from Europe. This was a short warning, as the fleet was expected in a few days; and, what was still more extraordinary, ten weeks' provision for the army was to be in readiness at Boston at that time.

It was impossible to make a literal compliance with these orders, for the fleet entered the harbor on the 24th of June, only sixteen days after the arrival of Gen. Nicholson. But the nature of the service was so perfectly in accordance with the wishes of the people, as well as of the governors, that they used every exertion, and surmounted the greatest difficulties, for the execution of the demands of the government. The general court of Massachusetts issued bills of credit to the amount of forty thousand pounds to supply the money which the English treasury could not advance, and the whole plan met with the hearty response of the people of Boston. Says Dummer: "When the great unfortunate expedition was set on foot against Canada under the command of General Hill and Admiral Walker, they (the colonists) furnished more than the

quota assigned them, and provided all necessities for the British troops in so short a time, that if they had not been animated by an extraordinary zeal would not have been possible. And notwithstanding some people found it necessary to blame New England the better to excuse themselves, yet it has been acknowledged to me by English gentlemen who were then on the spot, and well experienced in these affairs, that such a fleet and army wanting the necessities they did, could not have been despatched on so short warning from any port in England.”¹

The fleet under Admiral Sir Hovenden Walker, knight, was the largest that had ever visited this country, — larger than the fleet of Nelson at the battle of the Nile, — consisting of fifteen men of war, forty transports, and accompanied by six store-ships.² After the arrival of this armament, it received an accession of two regiments of New England troops, by which the land-forces amounted to nearly seven thousand men; an army larger than that which afterward, under Gen. Wolfe, reduced Quebec.

Never before had such an array of land and naval forces been seen on this side of the ocean as was now collected in Boston harbor, and the excitement among the people was very great.

The “Boston News Letter” thus announces its arrival:—

“On Monday, the 23d of June last, the Castle gave the usual signal of several ships seen in the bay, and about noon the alarm begun. In one hour’s time the troop of guards and regiment of foot were under arms. In his Excellency’s absence at the Congress in New London, the Gentlemen of her Majesty’s Council received his Excellency Brigadier Hill, Commander in Chief of her Majesty’s forces in North America, and the Honourable Sir Hovenden Walker, Knt., Admiral of her Majesty’s fleet in the present expedition. The Troop and Regiment being still under arms, the General and Admiral were conducted and attended by her Majesty’s Council to the Town House, and congratulated on their safe arrival to New England.”

¹ Defence of New Eng. Charters, pp. 19, 20.

² Nelson’s fleet consisted of thirteen ships of the line and one fifty-gun ship; Scott’s Napoleon, Vol. I. p. 296.

Immediately after the arrival of the fleet, arrangements were made for landing the men on Noddle's Island; and on the 27th of June, says Admiral Walker in his journal, —

"I gave Orders that the Marines should be put ashore at Noddle's Island, according to the General's Desire, with their Tents and Baggage, that they might encamp and be exercised with the rest of the forces." Hutchinson says, "they were so exercised every day in a healthy air; and it was allowed, that men were never landed and reimbarcked in better order." The sick were placed in booths "on one of the islands near Nantasket Road." From the fact that the encampment was on the south-easterly height of Noddle's Island, that elevation took the name of "*Camp Hill*," and was so called until it was built upon by the East Boston Company, when that part of the hill which was so occupied was enclosed as a square by the city, by an ornamental iron fence, and is now known by the name of *Belmont Square*.

It appears from the admiral's journal, that there were two public reviews of the forces; one on the 5th, and the other on the 10th, of July. The army which came in the fleet was composed of "seven veteran regiments of the Duke of Marlborough," and a battalion of marines, under the command of Brigadier-general Hill, and "the generation then inhabiting Boston had never before seen so grand a military display as these 'veteran' troops made as they performed their evolutions on the fields of Noddle's Island."

The review on the 10th is thus noticed in the admiral's journal: —

"The Forces on Noddle's Island being designed soon to re-embark, were this Day reviewed by the General, where was the Governour and a great Concourse of people of all sorts; the Troops making a very fine Appearance, such as had never before been seen in these parts of the World."

The "News Letter" says that this review on the 10th "made a very fine appearance, the like whereof was never seen in these Parts."

The scene upon the days of these reviews must have been inspiring and grand. As we look back upon it through the lapse of intervening years, it rises before us like a beautiful pic-

ture, with the coloring softened, but not dimmed, by the veil which the hand of time has thrown over it.

Upon the elevated ground of the Island is the encampment, laid out with military precision, with its white tents gleaming in the sunlight, while high above it proudly floats the cross of St. George. On the gentle slopes of the hill, and on the broad green fields, thousands of the best disciplined troops of which the world can boast, with gay uniforms and glistening bayonets, are performing their evolutions to the sound of martial music, which rises, swells, and dies away on the passing breeze. The spray is tossed in the sunshine from the oars of a hundred boats conveying the admiring populace to witness the display; and in the distance the measured stroke shows the well-trained oarsmen of the fleet bringing officers and soldiers to the Island; while far down the beautiful bay is seen the mighty fleet quietly riding at anchor among the islands in Nantasket road. Present pleasure, and joyful anticipations of the future, shine forth from every countenance; countenances, too soon, alas! to be shadowed in disappointment. Never before had there been such a splendid display upon our shores as the Island that day exhibited; and since that time it has seldom been exceeded, if, indeed, it has ever been equalled: and as the colonists gazed upon the brilliant pageant, it is not to be wondered at that they indulged in ardent hopes and joyful expectations of the result of the expedition. The enemy knew nothing of the vast fleet and army which was bearing down upon them; indeed, it was wholly unexpected to the colonists, and thus far the gales of fortune blew propitious.

This was the poetry of the expedition; another leaf in its history is turned, and we find the prose. Brilliant displays and stirring music please the eye and ear, but cannot satisfy the demands of hunger; and the very practical question now forced itself into unwelcome notice, "*What shall we eat, and what shall we drink?*"

The destitute condition of the forces compelled the admiral to commence immediate negotiations for a supply of provisions; and with this effort began a long series of difficulties, which encountered him in almost every step.

It has been previously mentioned that ten weeks' provision

for the army was to be procured at Boston, and that it was impossible to meet this demand at so short a notice. The admiral, consequently, applied to Capt. Belcher, a rich and leading man, the father of Gov. Belcher, to aid him in his difficulty, but he would have nothing to do in the matter. He next applied to Mr. Andrew Faneuil (uncle of Peter Faneuil, to whose munificence Boston is indebted for the hall which bears his name), who, with that public spirit so characteristic of the family, undertook to furnish the supplies. He, however, was unable to do this without the aid of the law; for the merchants, taking advantage of the necessities of the troops, asked prices as extravagant as the demand was extraordinary, claiming that it was a common chance in trade to which they were justly entitled. However well supplied the city and vicinity may have been previous to the arrival of the fleet, the addition of so many persons would, of necessity, cause a scarcity, and a proportionate advance in prices; and some even concealed the provisions in their possession.

Such being the state of things, an adequate supply could not be obtained, and Gov. Dudley was obliged to issue a stringent "Order for searching for provisions." Searchers were appointed, and Capt. Samuel Gookin and Capt. Samuel Phips were appointed "to attend constantly at the camp on Noddle's Island in the day time, to see there be no extortion or oppression in the sale of victuals or exchange of money." Had their authority extended into the night, we might call them watchers.

This order effected a general compliance on the part of the citizens, but as some individuals refused to submit, the British officers very unjustly and ungenerously charged the colonial government with unnecessarily delaying the fleet; whereas, on the contrary, extraordinary measures were taken to remove every impediment. Indeed, many of the principal men of Boston, in their self-denying efforts to aid the admiral, and to prevent any lack of fresh provisions among his forces, engaged, while the fleet lay there, to eat salt provisions, and no other, in their families, — a self-sacrifice which was imitated in the Revolution, when the the people, for the public good, refrained from the enjoyment of their tea. Thus every exertion was made by

the authorities, and personal sacrifices endured by private individuals to meet the demands of the admiral.

It was a great mistake in the plan of the expedition to depend upon obtaining at Boston a supply of provisions at so short a notice. Another mistake was in believing that pilots could be obtained here, competent to take the fleet up the St. Lawrence, without having previously ascertained the fact. The consequence was that the government was obliged to impress into the service for pilots shipmasters, who had but little experience, as they had been only once or twice up the river.

Another difficulty with which the officers had to contend was the desertion of the men. To prevent this, the general court passed an act imposing a penalty of fifty pounds, or twelve months' imprisonment, upon all persons harboring any soldier, marine, or sailor, who should desert from the fleet. Previous to this, orders had been issued to the towns to guard the highways by the military. Still, when the fleet sailed, it was found that a great number had deserted.

On the 19th of July, preparations were commenced for breaking up the camp, the admiral directing the captains to send boats on the following morning (20th), before high-water, to Noddle's Island, to assist in the reëmbarkation of the forces on board the transports, and also, directing the boatswains, gunners, and carpenters to go on shore and sign the receipts for such stores as they had been supplied with by Mr. Faneuil; and on the 20th, he ordered the "long boats to fetch off the Baggage from Noddle's Island belonging to the Marines, and also their sick men."

The Boston News-Letter of July 23, 1711, says, that on Friday, the 20th, the camp broke up, and the British forces embarked again on board the fleet. Having occupied the Island thirty-five days, on the 30th of July the fleet sailed for the St. Lawrence.

It came over the water to our shores in all the pride of power, dazzled every eye and impressed every heart with the magnificence of its display, and with the prayers of thousands for its safety and success, turned its prows again to the wide ocean, and with sails filled by the western winds, and pennants

flying, majestically moved away, and soon appeared in the distance like summer clouds floating in the far-off horizon.

As our particular interest in the expedition is limited to its connection with Noddle's Island, it need only be added that the fleet arrived at the mouth of the St. Lawrence on the 14th of August, and on the night of the 22d, in thick and stormy weather, was driven among the breakers. Eight or nine of the transports and a thousand men were lost. The remainder of the fleet escaped; but by this disaster and from other causes which need not be detailed, the officers were disheartened, and the expedition was abandoned. Gen. Nicholson, who had advanced as far as Lake George by land, retreated with his army, the New England men returned home, and the admiral went back to England.

Thus came, went, and perished, an expedition, which in its effects hardly made an additional ripple on the tide of human affairs, and only added one more to the many monuments of human weakness, and one more to the many instances of fatality which have attended several expeditions against Canada.

Thus did He who rules the winds and waves defeat the plans of human wisdom. Meeting with the same fate as the Spanish Armada, fitted out for the invasion of England, and the mighty armament of the Duke D'Anville for the recovery of Louisburg, this powerful fleet was shattered in an hour, even without having seen the enemy; and the names of the master-spirits, which, to human view, seemed destined to live immortal on the historic page, will die "unhonored and unsung." Here might have been a Nelson or a Wolfe; but instead, the brightness which was so near breaking on the world's history, and the names which the pen had commenced writing on the list of heroes, were darkened by the frowns of a mysterious Providence.

Turning our attention again to Noddle's Island, we find that the army, during its encampment on the hill, had, in their lack of sufficient provisions, made free with the property of Christopher Caprill, the tenant of the Island. He complained to the general court that he had "suffered very much, and been greatly damnified by the army," which had trampled down two hundred and thirty acres of grass, dug trenches, taken apples from his

orchard, vegetables from his garden, stolen sheep, and committed various trespasses, and that he had spent thirty days' time in watching them and endeavoring to prevent these robberies; injuring him, according to his estimate, to the amount of ninety-two pounds and seven shillings (£92 7s.). As the depredations were committed by troops fitted out by the home government, the general court resolved that "It doth not belong to this Province to pay the charge."

It would seem that the "watchers" of whom mention has been made were not seasonably remunerated for their services, for in their petition to the general court they state that they "were by Order of his Excellency in Council dated the 3^d day of July last Appointed & Impowered to Attend constantly in the day time at the Camp lately at Noddles Island, to see there should be no Extortion or Oppression in the sale of victualls or Exchange of money or other things that the Clarks of the markets ought to do.

"In Obedience to which order your Petitioners Attended & Performed that difficult & troublesome service from the 4th day of July afores^d, to the 24 day of the same and have as yet received no Consideration for the same.

"But your Petitioners now humbly Pray Your Excellency & Honours to Grant such allowance to your Pet^{rs} as in your Wisdom & Justice shall be thought meet for their service aforesaid &c. SAM^L PHIPPS, for himself & SAM^L GOOKIN."

"In answer to this petition, it was resolved that £5 be paid to each petitioner in full for their service. Oct. 26, 1711."¹

"No war nor battle sound" disturbed the Island for more than sixty years, and the solitary tenants had no one "to molest or make afraid." The recollection of the splendid but ill-fated Canada expedition faded from their memories, and they pursued their peaceful occupations until the Revolutionary war.

¹ Archives, LXXI. p. 833.

II.

Battle upon Noddle's Island in 1775.—Information concerning the earlier battles of the Revolution is of peculiar interest, and of great historical value. Partly on account of the suddenness with which the resort to arms came upon the people, and partly on account of the confused and excited state of the public mind and the lack of system in our operations, our knowledge of the opening battles of the war is limited, when compared with the official and other accounts we have of subsequent engagements after the army was organized, and the general pulse beat regularly to the strife for freedom.

Still, those early battles struck the key-note to the whole Revolution, and light thrown upon them reflects upon the whole contest, and aids us in seeing "the end from the beginning;" and while the actions of the colonists, previous to any systematic organization, were, of necessity, varied and without concert, yet they were the first and important steps upon which the remainder of the seven years' march depended.

The battle, or as the British called it, "the skirmish," of Lexington, concerning which our accounts are pretty complete, took place on the morning of April 19, 1775. The intelligence flew to all parts of the land on the wings of the wind; and the country, long in a feverish state of expectation, heard the news with eager ears, and then with one heart and soul made preparation for

"The grappling vigor and rough frown of war."

As the firing at Lexington broke upon the ears of the startled populace, and the tidings of the battle spread through the neighboring towns, the excited inhabitants left their farms and workshops and flocked to the scene of action, anxious to do something, they knew not what, for the common welfare. The engagement at Concord was but the continuation of the fight at Lexington; and as the news of actual war spread with lightning rapidity through the country, within a very few days there was scarcely a village in New England but had heard of the contest, and was sending its men to the central point. All

hearts beat in unison to the one idea of liberty. Men of all classes and conditions in life, of all ages, of every degree of experience, and vast numbers without any experience, in military affairs; a few well, but by far the greater part poorly, equipped, assembled at or near Cambridge, which town, after the battle of Lexington and Concord, was made the headquarters of the gathering host.

Among other officers here was the impetuous Arnold, who had rushed hither with his company from New Haven. When the news of the battle reached New Haven, the town was thrown into an uproar, and, amidst the ringing of bells, the populace collected on the public green. Arnold, who was then the young captain of the Governor's Guards, made a speech to the multitude, imbued with all the fire and eloquence of which he was master, and offered to head any volunteers who would accompany him. Sixty men put themselves under his command. The selectmen declined to furnish them with ammunition, whereupon Arnold sent a peremptory summons to the town-officers to *deliver up the keys of the magazine, or he would break it open by force*. The keys were surrendered, and the company, supplied with ammunition, marched rapidly to Cambridge. Upon his arrival, perceiving that there was no call for immediate action, and unable to restrain his ardor, he proposed to the committee of safety to head an expedition against Ticonderoga; and on the third of May he received the commission of colonel from the committee of safety, who were then in session at Cambridge, and the requisite authority for the execution of this project. Allowing of no delay, within three days after his commission was made out he was on the western border of the State prosecuting his march.

Here was Stark, who, in ten minutes after hearing the cry of war, was in his saddle and on the way to the place of rendezvous, his New Hampshire volunteers hastening on behind him. This is the same John Stark of whom Gen. Gage spoke when, on the morning of the battle of Bunker Hill, some one asked him if the rebels would stand fire; "Yes," said he, "'if one John Stark' is there, for he is a brave fellow."

Here was the invincible Putnam, who had, at a moment's warning, left the plough for the sword, and who, twenty-four hours previous, was nearly one hundred miles from the spot.

He caught the tidings of battle while ploughing in his field; leaving his plough in the furrow he unyoked the team, and, mounting his swiftest horse without delaying to change his clothes, hastened to the scene of action.

Finding, on his arrival at Cambridge, that the British had retreated to Boston, and were surrounded by a force sufficient to watch their movements, he returned to Connecticut, and, obtaining authority of the legislature, levied a regiment. Leaving orders for the troops to follow him with as little delay as possible, he hurried back to Cambridge, having been absent only one week. The colony now promoted him to be a brigadier-general on the provincial staff, and this appointment was, in a short time, confirmed by congress, on the continental establishment.

Soon afterward the British commander-in-chief, perceiving the superior abilities and great influence of Gen. Putnam, and conscious of the valuable acquisition he would be to the British government, privately made a proposal to him to relinquish his commission in the rebel army, and offered him the rank of major-general, and great pecuniary compensation for his services. The sturdy general spurned the proposal, and prudently kept a knowledge of it from the people.

Such was the spirit, and such the devotion to the good of the country, which animated the men who so soon were to engage in the horrors and vicissitudes of war.

Mrs. Anna Pope, whose one hundred and second birthday occurred on the 16th of December last, recollects with distinctness the stirring events of those times. She was born in Newton, and her memory goes back with much vividness to the scenes of the Revolution. Mrs. Pope recently described to a visitor the appearance of the men as she saw them hastening towards Lexington on the morning of the 19th of April, and with what feelings of devout solemnity those of the citizens of Newton who had taken part in that day's encounter stood up in the aisle of the church on the following Sabbath, while thanks were publicly offered from the pulpit for their safe return,—several of them still bearing the marks of musket balls in their garments. A similar scene was repeated on the Sabbath following the battle of Bunker Hill.

Although military zeal was so signally displayed by the officers at Cambridge, it was not the only ardor which influenced them, for we find that Noddle's Island was the early scene of the operations of both the civil and military staff. In illustration of this, and on the authority of his son,¹ to whom the writer is indebted for the interesting incident, an anecdote is given of the Hon. William Tudor, a member of the civil staff, and judge-advocate-general of the American army, which shows him to have been as ardent a follower of Cupid as his brother officers on the military staff were of Mars, and as zealous a lover as he was patriot.

At the commencement of the Revolutionary war, and while Cambridge was the head-quarters of our army, Miss Jarvis (a sister of Dr. Jarvis), the lady whom Judge Tudor afterward married, and to whom he was then very attentive, was on a visit at the house of Mr. Williams, on Noddle's Island. The proximity of the British fleet rendered it at least inconvenient, if not really dangerous, for him to leave head-quarters and go to the Island to see the object of his affections. If it be true that "*Labor omnia vincit*," it is doubly true when the "*labor*" is one of *love*. It was aggravating to Mr. Tudor to be within so short a distance of his lady-love and not be able to reach her. Consequently, he would leave Cambridge, and go to the neighborhood of Winnisimmet ferry, at Chelsea, take off his clothes, and tying them upon his head to keep them out of the water, cross the channel like Leander at the Hellespont, then redress on the Island shore, and make his well-earned visit at the house where resided the lady for whom he had passed through the ordeal of fire and water. His devotion was rewarded in the successful issue of his suit, three sons and two daughters, all remarkable for eminent talents and high social position. This same story was related in the following manner to Major Barton, when he kept the Maverick House, by an aged lady then stopping there. It deviates but slightly from the one just given.

At the time Boston was besieged, and the harbor was filled

¹ Frederick Tudor, Esq., well known as the "Ice King."

with the British fleet, notice was given that the town would be fired upon; and that all the women and children who wished could leave it. About twenty young ladies, relatives and friends of the Williams family then residing on Noddle's Island, took up their residence there for the time. One of the young ladies chanced to have a beau residing in the city, and notwithstanding all communication by boats was cut off, this young lover was determined to see his mistress; and every night he swam across the channel with his clothes upon his head, to see the object of his affections. The parties, one of whom was the lady who told the story, afterward were married.

Thus we present the anecdote from both the parties.

Over the martial multitude at Cambridge, Gen. Artemas Ward, of Massachusetts, being the oldest officer, was appointed commander. "His commission as commander-in-chief of the Bay troops was delivered to him on the 20th (April) by the provincial congress."¹

Soon after the battle of Lexington and Concord,² some

¹ Gordon's Hist. Am. Rev. Vol. I. p. 486.

² The mere names of Lexington and Concord remind the writer of his duty to the memory of his much respected friend, the late Gov. Brooks, which has for so long a time been omitted. The account which follows was received from him when riding with him to attend a review near Concord. On the way, in passing over the bridge, he pointed out the very barn under cover of which he made the attack. The sight of these brought to his mind the circumstances which he then related; or otherwise, from his well-known modesty, it is probable the public would never have been informed of the particulars of this attack of the gallant captain, with a single company, upon the whole British army, which would hardly have been justifiable had not the enemy been on a hasty retreat.

When speaking of the valor of our undisciplined militia in the first day's conflict at Lexington and Concord, which spread so much alarm through the country, he observed that the Reading company of minute-men, which he was chosen to command when he first commenced the practice of medicine in that town, were a little better drilled, although he did not claim for them greater courage, than those who were earlier engaged in the conflict. When he took the command of that company, he judged from the signs of the times that it was his first duty to those who had placed confidence in him, to acquire what knowledge he could of military matters. Accordingly he made a visit to Salem to consult Col. Pickering, who was then considered the best tactician

measures of precaution on the part of the provincials became necessary. The first steps of this kind on record were taken by General Ward, who gave orders to Colonel Stark to take a small escort and examine Noddle's Island, with a view to ascertain the practicability of erecting a battery there to annoy the British shipping. He was accompanied on this expedition by Major McClary, who a few days after did valiant service in the battle of Bunker Hill, where his sonorous voice rang clear above the din of arms, animating and encouraging the men,

with whom he could readily confer. He found the instructions he thus received of great use when, soon afterward, he fired upon the British army on their retreat from Concord.

As soon as the news of the fight at Lexington reached Reading, he called out his company and marched directly towards Concord, where were the stores which they supposed Gen. Gage had in view to destroy. On his march, at the intersection of the road from Chelmsford with the one that led from Bedford to Concord, upon which he was travelling, he came in contact with Col. Bridge, to whose regiment his company belonged. He was on his way to Concord with the rest of the regiment, or as much of it as he had been able to collect. Capt. Brooks saluted, and reported himself for orders. Col. Bridge said, "I am glad you have come up, Captain. We will stop here and give our men some refreshment, and then push on to Concord." The answer was, "My men have just refreshed themselves, and as I think there is no time to be lost, with your leave I will go ahead; and as neither of us is aware of what is taking place, if I get into any difficulty I shall know that you will soon follow me, and shall have the main body of your regiment to fall back upon." The colonel replied, "You may go; but as you are unacquainted with the posture of affairs, be careful and not go too far ahead." Having this authority from his colonel, Capt. Brooks hastened on toward Concord, and when he came near the main road from Concord to Lexington, he saw the flank guard of the British army on this side of a hill which intervened and kept the main body from his sight. He imagined that the soldiers he saw belonged to the Charlestown Artillery Company (having the same colored uniform) on their retreat from the scene of conflict. He halted until he discovered his mistake by seeing the flank guard fall in with the main body to cross a bridge over a large brook on the road. Finding that his position could not be outflanked, he ordered his men to advance, and, taking a position at Merriam's Corner, covered by a barn and the walls around it, told them to fire directly at the bridge, which was twenty or thirty rods off. As the British army was in great haste to make good its retreat, it fired but one volley in return. When the enemy had passed, examination was made to see what had been the effect of the fire, and several persons — the writer thinks he said nine — were found *hors de combat* on or near the bridge.

while his brave deeds showed them a brilliant example. He was killed near the close of the battle, and the circumstances attending the death of this patriotic soldier were peculiar. "He had galloped to Medford and returned with dressings for the wounded, when he ordered Captain Dearborn to advance toward the Neck with his company, whilst he crossed over to reconnoitre the enemy. He was returning with Lieutenant-colonel Robinson and others, and boasting that the shot commissioned to kill him was not yet cast, when a cannon-ball from the Glasgow tore him to pieces. No smaller weapon seemed worthy to destroy the gigantic hero."¹

A slight skirmish took place on the Island between Colonel Stark's company and a party of the enemy, which landed with the intention of intercepting the return of the company to the main land. After exchanging a few shots, the British retired. At this time, the numerous islands in Boston harbor, which render it so beautiful, were stocked with cattle, horses, sheep, etc. These were owned by different persons, some occupying the islands, others, gentlemen residing on the main land. The stock on Hog island was owned by Oliver Wendell, of Boston, one of the "committee of correspondence, inspection, and safety," and afterward known as Judge Wendell, for a long course of years one of the governor's council, and Mr. Jonathan Jackson, of Newburyport, who, after his removal to Boston, was appointed supervisor of the internal revenue; he was also treasurer of Harvard University.² The stock on Noddle's

¹ History of Battle of Bunker Hill, by Samuel Swett, p. 48.

² When the writer had charge of his mother's and uncle's part of Noddle's Island, after his father's death, Mr. Jackson, who was highly esteemed for his gentlemanly deportment, as well as his high and honorable character, had been recently appointed treasurer of Harvard University. He was to be found in the supervisor's office, in a large building on the north side of Oliver street, formerly the elegant residence of Mr. McDonough, the British consul. It is not now recollected who preceded Mr. Jackson in the office of treasurer; but it is very certain that no great pains were taken in the collection of the college dues, nor was the account of its funds kept with the same punctilious exactness as by the eminent gentleman who is the subject of this note, as the following story will prove.

The reader has learned from this history that S. S. Yeamans, the deviser of Noddle's Island to his three aunts, one of whom was Mrs. Hyslop, the writer's

Island was owned by Mr. Henry Howell Williams, the tenant, who was habitually accustomed to supply outward bound vessels with live-stock and poultry from his large and varied stock.

grandmother, also devised to them a farm in Chelsea of four hundred acres, which his progenitors owned in fee-simple, subject to Newdigate's gift of an annuity of £5 to Harvard University. This farm Col. Shrimpton bought of Mr. Newdigate, and it had been kept in the family subject to this annuity. Mention is made of it in a letter from Thomas Greenough to Mr. Yeamans, dated 1st May, 1767.

"Our forefathers, when our college was in its infancy, used to have donations very often to the college to encourage learning, and it was a noble thing that God put it into the hearts of our ancestors to erect such a school for the prophets, which has been as a fountain, from which have flowed streams which have rejoiced the city of our God, and trained up many for eminent blessings in their day to church and State.

"By the will of John New(di)gate, who owned the Chelsea farm, who died in the year 1665, (he) gave £5 p. ann. forever to Harvard College, in Cambridge, and subjected the farm to pay said sum, and your great grandfather, Col. Saml. Shrimpton, purchased this farm of Jno. New(di)gate's son Nathaniel, with this incumbrance of £5; he gave £350 sterling for said farm, as appears by the deed."

The writer, in behalf of the proprietors, went to Mr. Jackson at the supervisor's office, for the purpose of paying this annuity. When the sum due was ascertained, he, stepping to a large office desk of several compartments in the middle of the room, took, from a quire of paper upon it, a sheet, for the purpose of inditing a receipt for the money he was about to pay. Noticing this, Mr. Jackson said, "Stop, sir, if you please; I'll give you the paper which I wish you to use;" and opening a drawer, took therefrom paper, pen, and ink, which he handed to me, saying, "*This is the college drawer; the paper you were about to use belongs to the supervisor's department.*"

Such punctilious honesty is rarely witnessed in the present day, even by the descendants of the Silver Greys of Newburyport. He was the father of the late Judge Jackson, and was connected by kin or marriage with the Lowells, Higginsons, Cabots, and other of the first families. The writer well remembers the deep impression his funeral made upon the public mind. It had been customary, up to this time, to have a numerous procession of mourners and friends, male and female, follow the hearse on foot, and a long line of carriages with liveried servants, only a few of which had any one in them, sent by their several owners to show their respect for the deceased, the degree of it in which he was held being estimated by the length of the procession. This custom was broken in upon by Mr. Jackson, the funeral being conducted, by his direction, in the most simple manner, only a few of the nearest male connections following the hearse on foot. This custom has been almost universally followed, save by the Catholic Irish, who still retain their fondness for long processions in numerous carriages, *not always empty!*

The possession of the live-stock upon the different islands in the harbor was a matter of no small consequence to the British. The army, then consisting of three thousand effective troops, occupied the town, while a fleet lay in the harbor. These forces were to be fed, and provisions were to be obtained in the face of very serious obstacles. In allusion to this state of things, Freneau,¹ the spirited song writer of the Revolution, in his "*Midnight Musings: or, a Trip to Boston*," published in 1775, referring to the necessities of the British army, and the attempts made to obtain provisions on the islands, puts these words into the mouth of General Gage:—

"Three weeks, ye gods! nay, three long years it seems,
Since *roast beef* I have touched, except in dreams.
In sleep, choice dishes to my view repair;
Waking, I gape, and champ the empty air.
Say, is it just, that I, who rule these bands,
Should live on husks, like rakes in foreign lands?
Come, let us plan some object, ere we sleep,
And drink destruction to the rebel sheep.
On neighboring isles, uncounted cattle stray,
Fat beeves and swine, — an ill defended prey:
These are fit visions for my noon-day dish;
These, if my soldiers act as I could wish,
In one short week would glad your maws and mine;
On mutton we will sup, on roast beef dine."

But while the hungry wants of the general and his army, and their plans for relief, seem to have afforded peculiar pleasure to the muse of Freneau, it was really a matter of great moment to the British army. Of salt provisions there was a good supply, but the men, unaccustomed to such diet, were fast falling sick. Of fresh provisions they were entirely destitute. To obtain these was a work of great difficulty. The army was completely invested. The hitherto despised provincials had shut in the British, made use of the very lines on Boston Neck which Gage himself had erected, and were waiting impatiently for the oppor-

¹ Philip Freneau was born in the city of New York, January 2d, 1752; died December 18th, 1832.

tunity to drive the royal forces to the fleet. Communication with the country was cut off. Had it not been, the reception the British had met with from the few and hastily gathered Americans in their visit to Lexington and Concord indicated the danger of penetrating the interior in the face of the army, undisciplined though it was, which then surrounded the town, led by Ward, Putnam, Warren, Prescott, McClary, and Stark.

General Gage was then in command, in his capacity of governor. The troubles which had been years in coming to a crisis had now caused open warfare. While hopes of peace were entertained in England, he himself had precipitated the contest by carrying out the will of the king and of the British ministry, which looked only to coercion. Notwithstanding the large army and fleet under his command, he had miscalculated his own strength and the valor of the provincials. His position at this time had begun to undeceive him. He received still more light in the contests on Noddle's Island; and was finally fully enlightened on the 17th of June following. "The trials we have had," wrote he, "show the rebels are not the despicable rabble too many have supposed them to be."

The writer is gratified in being able to present to the public a correct likeness of the last royal governor of Massachusetts. It is taken from an original portrait of life size, now in possession of the writer, which was presented to him by Admiral Sir William Hall Gage, a son of the governor,¹ who is still living at an advanced age, and is said by him and the present Lord Gage, a grandson of the governor, to be an excellent like-

¹ Sir William Hall Gage, G. C. H. (knighted for his brilliant naval exploits) is the third son of the Hon. General Thomas Gage, and was born in Park Place, St. James, 1777; entered the navy in 1789; when lieutenant in *La Minerve* (42), distinguished himself in an action with the Spanish frigates in 1796; he also received much praise for his conduct at the capture of *La Mutine*, French corvette; commanded the *Terpischore* frigate subsequently; was afterward employed at the blockade of Malta; in 1801 was concerned in the cutting out of *La Chevette*, 20 guns and 390 men, from under the batteries of Camaret, near Brest; subsequently commanded the *Thetis* and the *Indus*; attained the rank of admiral of the blue in 1846; was a lord of the admiralty from September, 1841, to July, 1846; and commander-in-chief at Plymouth, from 1848 to 1851. — *Dod's Peerage*, p. 251.



Tho: Gage

From an original Portraiture in the possession of Genl W H Giffard

J. H. B. 1793 as with Boston



ness. The letter of Admiral Gage to the writer sending the picture, of which the following is a copy, will be read with interest.

“Bury St. Edmunds, 1st July, 1857.

“MY DEAR GENERAL,— When you read the account of Lady Gage’s sudden death, you will not feel surprise that Lord Gage forgot every thing else for the moment,¹ but he sent me your letter of the 12th June a few days ago, in which you are pleased to accept the picture of the late General Gage. Your wish to have a portrait of my father quite delights me, and I send you the one I have long had in my possession with the greatest possible pleasure. The likeness, so far as I recollect, of his person and figure is better than either of those at Firle,² although not a full length; they were painted when he was a younger man, and before I could remember.”

In the same letter, in answer to some inquiries respecting a memoir of Gen. Gage, he replies:—

“I am not aware of there being any biographical memoir of my father, but I know he saw a great deal of service. He was in the Guards, and an aid-de-camp to the Duke of Cumberland at the battle of Fontenay, in 1745, and in the same capacity at Culloden, in 1746. He was a fellow-soldier of the great Washington when General Braddock was killed near Fort du Quesne in 1755. This is all I remember excepting that after his return from America he commanded a division of the army encamped at Cox-heath, until the close of the war in 1783.

“I have not been able to find a letter of General Gage’s among my mother’s papers excepting one relating to his pub-

¹ This sentence will be best explained by the following extract from a private letter from Lord Gage to the author:—

“I am sure you will be sorry to hear that we are suffering under the most distressing bereavement. Poor Lady Gage has been suddenly taken from us by an apoplectic fit. To her children she was the best of mothers, to me all in all.

“Believe me ever, very truly yours,

“GAGE.”

² One of the residences of Lord Gage.

lic accounts, which I sent to Lord Gage some little time back.¹

“I have had the picture packed in a case with the following direction:—‘To General W. H. Sumner, Jamaica Plain, Boston, Mass., U. S. A.’

“I hope you may receive it in due time. I beg to present my kind regards to Mrs. Sumner.

“I am, my dear General,

“Very sincerely, yours,

“W. H. GAGE.”

The above letter, which is but one from a number which have been received on the same subject from the admiral and his nephew, the present Lord Gage, is quoted at length on account of the historical allusions, and to show the genuineness of the portrait.

The life and public services of Gen. Gage while in this country being fully shown in its histories, only a few prominent points need be given. The Hon. General Thomas Gage was the second son of the first Viscount Gage, and, entering in early life the British army, served with credit under several distinguished commanders. Fortune favored him, and he rose rapidly in the service. He was lieutenant-colonel in the ill-fated expedition of Gen. Braddock (which was planned by the Duke of Cumberland, then captain-general of the British army, to whom he was aid-de-camp), led the advanced guard and was severely wounded in that disastrous battle, which cost the brave but self-confident Braddock his life, and which gave to Washington a brilliant name as a prudent, and at the same time a brave, officer.

Through the kindness of Col. Thomas Aspinwall, its fortunate possessor, the writer has permission to examine and make use of a valuable manuscript, containing queries propounded to Gen. Gage by George Chalmers, and Gage's answers to these in his own hand-writing. From this important paper²

¹ This letter has been forwarded to the author by Lord Gage, and is now in his possession.

² Now printed in Mass. Hist. Coll. Vol. IV. 4th Series.

is extracted the following account of Braddock's defeat, which will prove very interesting to the reader, coming from such a source, and containing many valuable facts and suppositions.

Says Gen. Gage: "The cause of Gen. Braddock's disaster is to be attributed, first, to the Province disappointing him in the Carriages and Provisions they engaged to furnish by a stated time; by which he was detained several weeks, when otherwise ready to proceed, and the Plan he had concerted with the Gov^{rs}, to march with expedition to Fort Du Quesne before the enemies and reinforcements could arrive, was, by that means, prevented. Secondly, to his being defeated near the Monongahela, the cause of which was his own inexperience and that of his troops of the kind of country in which the war was carried on, and of the enemy he was to engage, whose manner of fighting was new to Europeans, tho' adapted to their circumstances and the nature of the Country, in which heavy fires from close and compact bodies would not prevail. Two expeditions had been concerted in 1755; one to remove the French from the Ohio above mentioned; the other under Mr. Shirley, Governor of Massachusetts Bay had for its object the securing the Pass into the British Provinces by Oswego and to remove the French from Niagara and Ft Frontenac on the W. & E. sides of Lake Ontario. Two new raised Reg^{ts} with provincial troops of N. England, N. York & Jersey, were appointed for this service; and so much time lost was through delays, mistakes, &c., in setting forward these troops that the enemy had full time to reinforce and secure their posts, and Braddock was defeated before they got to their Rendezvous. Gen Shirley raised some works at Oswego, left troops to defend them, and returned with the rest."

Gen. Gage then proceeds to notice the origin of the hostilities commenced in 1755, and in a very concise manner traces the causes which, in his view, brought on that war. It will be interesting to extract this recital, which is in the following language:—

"The Indian tribes had long complained of encroachments upon their lands without getting more satisfaction than fair

words and empty promises. Instead of doing them justice, a Society called the Ohio Company was formed whose object was to obtain large Districts of Country upon or near the Ohio for its members, and it was so openly avowed that the Indians became acquainted with the design. They remonstrated against the Injustice of it, and at length, tired out, told the English they were an infatuated people, deserted them, and applied to the French for protection.

"These entreaties first brought the French upon the Ohio, who declared they came there only as Friends and Allies to the Indians, and to protect their property. Alarmed at the proximity of the French, the provinces clamoured, the Governors applied for assistance, and troops were unfortunately sent to America.

"From the above it may be seen that the primary causes of the war of 1755, which extended itself over the four parts of the world, are to be traced to the banks of the Ohio, and that Britain was then, as she always has been, duped by her colonies."

The closing remark in this extract may perhaps strike the reader unfavorably; but it must be remembered that Gen. Gage was an Englishman, high in authority under the king, and naturally looked at the colonial affairs with the peculiar views and feelings of the ministry at that time.

In the same MS. from which these extracts have been taken is mentioned a striking illustration of the almost universal patriotism of the colonists. The incident has relation to the famous destruction of the tea in Boston harbor, and is thus related:—

"The rioters who destroyed the Tea were to be prosecuted according to the forms of law; and what is worthy of remark is that of the Thousands concerned in that riot, or who were spectators of it, only one witness could be procured to give testimony against them, and that one conditionally that the delinquents should be tried in England."

The British general also gives an instance of the accuracy and speed with which the rebels obtained news from England, often anticipating the government despatches. He says:—

"A letter from Bristol to Doctor Cooper, signed with a fic-

titious name, was intercepted, encouraging them to take arms, and giving assurance of a rising in England the moment blood should be shed in America. An instance of the Intelligence sent them is, that on the arrival of two vessels from Marblehead on the 8th of April, 1775, an unusual hurry and commotion was perceived among the disaffected. It being on a Sunday morning, Dr. Cooper, a notorious rebel, was officiating in his meeting-house, and on notice given him, pretended sudden sickness, went home, and sent to another clergyman to do his duty in the evening. He with every other chief of the Faction left Boston before night and never returned to it. The cause at the time unknown was discovered on the 14th of said month when a vessel arrived with Government despatches which contained directions to seize the persons of certain notorious rebels. It was too late. They had received timely notice of their danger, and were fled."

After the conquest of Canada in 1760, Gen. Gage was appointed governor of Montreal, and at the departure of Amherst, in 1763, was commissioned commander-in-chief of the British forces in America. Upon the recall of Hutchinson he was appointed governor of Massachusetts, and arrived in Boston on the 13th of May, 1774.¹ General Gage had the misfortune to

¹ Gen. Gage upon his arrival landed at Long wharf, and was escorted by the Independent Company of Cadets, under Col. John Hancock, which was the governor's body guard, to the Province house, which was prepared for his reception. This was a large three-story brick building in Washington, nearly opposite the western end of Milk street. It was fifty feet or more from the street, and had a court-yard in front enclosed with an iron fence, and within which were four large English elms; "Province Court" still marks this locality.

Upon the arrival of the escort at the government house, the governor observed, as he passed the lines, that the customary salute was not given. He sent for Colonel Hancock, and demanded an explanation of the omission. The colonel's reply, that it was through forgetfulness, and that no disrespect was intended, did not satisfy the governor, who deprived him of his commission.

This anecdote was related to the writer by Edward Stowe, a member of the company, and a clerk in the adjutant-general's office. He remained in Boston during the siege.

This occurrence broke up the company, and it remained disorganized until 1787, when, through the influence of General Brooks, who drew the act, the legislature reorganized it.

enter upon the duties of his office at a time when, as a faithful servant of his sovereign, it became necessary for him to execute laws framed expressly for inflicting chastisement upon the people of the colony over which he was placed, and thus he became identified with the various oppressive measures which were adopted by the home government. Of a naturally amiable disposition, his benevolence often outweighed his justice in the scale of duty; and under other circumstances he might have been a favorite with the colony, while now his name is necessarily connected with oppression and hatred of freedom. Previous to this time, he had always won favor and esteem in the various positions he had occupied, and had rendered himself popular; but, in the words of a historian, "he was altogether unfit for a governor of Massachusetts." He entirely mistook the character of the Americans, and engaged, with five regiments of troops, to keep Boston quiet! In May, 1775, the provincial congress declared him unworthy of obedience, and disqualified him from serving as governor; and from that time the exercise of his functions was confined to Boston. In October of the same year he went to England, sailing from Boston, and expecting to return to America and resume the command; but it was determined otherwise, and Gen. Howe was appointed in his place. After his return to England he commanded a division of the army encamped at Cox-heath until the close of the war. He died in April, 1787, near the seventy-sixth year of his age.¹

Gen. Gage was linked to this country by domestic ties, having married, at Mount Kemble, into one of the most respectable families of New Jersey, subsequently to Braddock's defeat, and while he was under the command of Lord Amherst. His wife was Margaret, daughter of Peter Kemble, Esq., President of the Council in New Jersey, and owner of the seat called Mount Kemble, three miles from Morristown. By this marriage he had six sons and five daughters. The wife of General Sumner, Mary Dickinson Kemble, is the grand-daughter of Peter

¹ Allen's Biog. Dictionary, p. 371; Appleton's Encyclopædia of Biog. p. 311; Lossing's Field-Book of the Revolution, Vol. I. p. 573; Drake (Hist. Boston, p. 750) dates his death 2d April, 1788.

Kemble, and the niece of Gen. Gage.¹ It may also be mentioned as a fact, perhaps a little singular, that she is also the grand-daughter of the American general, John Cadwalader, the confidential friend of Washington, who served his country with eminent distinction in the Revolutionary war, and whose grandson, Gen. George Cadwalader, gained an honorable fame in the Mexican war, thus being connected with two officers of high rank, engaged in the same war and upon opposite sides.

Returning from what, the author hopes, is an acceptable digression, the reader will resume the Island narrative.

The occasional engagements with the outposts of the enemy and with foraging parties accustomed the provincial troops to face the British soldiers, and to become familiar with the dangers of war. These skirmishes were of great service in convincing the Americans that in fair conflict they were at least an equal match for the enemy; that their zeal, courage, and determined energy, were even superior to the British; and that, with the consciousness of right on their side, the contest would be vigorously, and, in the end, successfully maintained.

The islands in the harbor, stocked as they were with cattle, became the scenes of numerous skirmishes, and the alarms which were raised in the neighboring towns of predatory excursions for the seizure of cattle, kept the local militia in a state of continual vigilance. The depredations of the British were frequent, and were energetically made, and were as often and vigorously repulsed; and as an additional measure of safety and precaution, companies were raised in several towns for the defence of the sea-coast, and preparations were made for the establishment of a naval force at the most exposed places.

The most important of the engagements which took place between the battles of Lexington and Bunker Hill was the series of conflicts on Noddle's and Hog Islands, which continued at intervals from the 27th to the 30th of May.² These two islands, abounding in forage and stocked with cattle, were

¹ N. E. Hist. and Gen. Register, Vol. VIII. p. 128 *g*.

² Barry's Hist. Mass. Vol. III. p. 15 and notes.

frequently visited by the English, who went there for provisions. The provincials resolved to put a stop to this by removing the cattle, and taking away and destroying all the provender they could find. This purpose they carried into effect, not, however, without a vigorous opposition on the part of the royalists, Noddle's Island being the principal scene of action. A second time the provincials landed on the Island and took off a great number of cattle, and a few days later effected the same object on Deer, Pettick's, and other islands in the harbor. In reference to one of these excursions, Newell says, in his journal, under date of 12th July, 1775:—

“Two men-of-war made a heavy fire on Long island. The provincials in sixty-five whale-boats, and five hundred men, went last night and brought away thirty-one head of cattle,* sheep, a quantity of hay, seized fourteen of the king's mowers, and the family belonging to the Island. Next day returned and fired the mansion-house and barn. A man-of-war was continually firing upon them.”¹

In all these actions the provincials displayed the most intrepid courage, and were acquiring greater confidence in themselves; while the British garrison learned severe lessons from their rebel opposers, and suffered greatly from the scarcity of food.²

The efforts put forth by the colonists to clear the islands of live-stock, forage, and of every thing which could be of use to the enemy, were made under the authority both of the provincial congress and of the committee of safety,³ both of which bodies took especial action on the subject; and if the expeditions to the islands did not originate with congress and the committee, they certainly were prosecuted to a successful issue under their authority, and through officers of their own appointment. For instance, on the 14th of May, 1775, the committee

¹ Mass. Hist. Coll. Vol. I. Fourth Series.

² Botta's Hist. Am. Rev. Vol. I. p. 305.

³ “The committee of safety, elected anew by congress at every session, were the real executive of Massachusetts. They were empowered generally to watch over the safety of the commonwealth, and advise congress of such measures as they thought beneficial and expressly commissioned.”—Battle of Bunker Hill, by Samuel Swett, p. 1.

of safety passed the following resolution: "*Resolved*, as the opinion of this committee, that all the live-stock be taken from Noddle's Island, Hog island, Snake island, and from that part of Chelsea near the sea-coast, and be driven back; and that the execution of this business be committed to the committees of correspondence and selectmen of the towns of Medford, Malden, Chelsea, and Lynn, and that they be supplied with such a number of men as they shall need from the regiment now at Medford."¹ The troops at Medford were about a thousand in number, from New Hampshire, under Colonels Reed and Stark.

On the 23d of May, a special committee of the provincial congress reported (in substance), that, on account of the frequent plundering and depredations on the islands and sea-coast of the province, by which hay, cattle, sheep, etc., were taken, to the injury of individuals and the public, it be recommended to the several towns and districts on the sea-coasts of the colony, and to all persons living on the islands on the coast, to remove their hay, cattle, sheep, etc., which were exposed to these ravages, so far into the country as to be out of the way of their "implacable enemies;" and the committee also recommended that care be taken that this resolve be put into immediate and strict execution, etc.² This report was referred to the next provincial congress, which convened at Watertown on the 31st day of the same month.

Upon the day following that upon which the above report was made, namely, the 24th of May, the committee of safety, as if their attention had been turned from the islands in general to the important matters pertaining to one in particular, resolved "That it be recommended to congress, immediately, to take such order respecting the removal of the sheep and hay from Noddle's Island as they may judge proper, together with the stock on the adjacent islands."³

Thus it appears that Noddle's Island received the especial attention of the colonial authorities, and that the expeditions

¹ Journals of Each Provincial Congress of Mass. p. 545.

² Ibid. p. 252.

³ Ibid. p. 557.

to that and other islands were not mere individual excursions, but were under the highest executive authority of the colony.

The engagement on Noddle's Island demanding a fuller account than has yet been given to the public, the writer has taken pains to collect all the information possible concerning it; and from private manuscripts and papers in his possession he is able to present many details not before published, which show this battle to have been of much more importance than has generally been supposed, and which, in the writer's opinion, will justify future historians in calling this the second battle of the Revolution.¹ Followed, as it so soon was, by the battle of Bunker Hill, which in itself and in its results so astonished the military world, its relative importance and position in the conflict with the mother country have been underestimated or wholly lost sight of.

As many of the authorities from which this narrative is gathered are new to the public, and as original Revolutionary documents possess great interest, it has been thought advisable, even at the risk of repetition, to quote some papers *verbatim*. Written at the time and by persons of different political views

¹ In giving this numerical order to the early battles of the Revolution, the author is not forgetful of the bold exploit at Piscataqua on the evening of the 13th December, 1774, nor of the encounter at Salem on the 26th February, 1775, which came near resulting in a battle. But these were only ebullitions of public sentiment similar to the destruction of the tea in Boston harbor, and were prior to the actual resort to arms, and therefore cannot be reckoned among the battles of the Revolutionary war, which commenced with that on the 19th of April at Lexington. Every thing previous to that memorable day was only preliminary to, and in preparation for, the long contest, which was then inaugurated in so eventful a manner. Of the encounter at Salem, Trumbull, in his *McFingal*, wrote, —

“Through Salem straight without delay,
The bold battalion took its way;
Marched o'er a bridge in open sight
Of several Yankees armed for fight;
Then, without loss of time or men,
Veered round for Boston back again,
And found so well their projects thrive
That every soul got back alive!”

and various stations in life, they will interest the reader more if given literally, than if abbreviated or otherwise altered.

On Saturday, the 27th of May, 1775, a small party of the American army at Cambridge received orders from Gen. Ward¹ to drive off the live-stock from Hog and Noddle's Islands. Advantage was to be taken of the ebb tide, when the water would be fordable from Chelsea to Hog island, and from Hog island to Noddle's Island, it there being only about knee high. This detachment, composed of Massachusetts and New Hampshire men, and numbering from two to three hundred by some accounts,² and six hundred by another,³ was led by Col. John Stark of New Hampshire, afterward General John Stark, of Bennington fame.

Forty marines from the British fleet had been previously stationed on Noddle's Island as a garrison, and for the protection of the live-stock. It is probable that these marines were from the squadron sent over to this country late in the autumn of 1774; for in the "Massachusetts Spy" of December 8th, 1774, in the column of London news, is the following notice of the kind of service they were drilled for:—

"October 15th.—We are authorized to assure the public that a squadron of men-of-war is ordered to be fitted out with the utmost expedition, in order to proceed to Boston; and that the said squadron is to take a battalion of marines on board from the Chatham division. *Those marines are intended to act as emergencies may require, either on board ship or on shore.*"

"October 16th.—A letter from Chatham, England, dated the 12th instant, says: 'A detachment of marines, consisting of one hundred and fifty men, exclusive of officers, among whom is Major Pircian (Pitcairn?), is ordered to march from hence to Portsmouth to be embarked in the ships now fitting out at that port for Boston.'

¹ There is no written order to this effect, which gives reason to believe that at, and previous to, the battle of Bunker Hill, the "orders" were given verbally, and not in writing.

² Handbill printed at Newport 1st June, 1775, in the writer's possession; also Col. Humphrey's Life of Gen. Putnam, p. 94.

³ Boston Gazette and Country Journal, June 5th, 1775; Gordon's Hist. Am. Rev. Vol. II. p. 24.

These extracts render it probable that the marines sent to the Island were a part of this detachment, which was intended for both ship and shore service.

Col. Stark with his detachment first crossed from Chelsea to Hog island, and took from it four hundred sheep, represented erroneously, we think, as stolen by General Gage and deposited there for safe-keeping.¹ They then passed over to Noddle's Island to rescue the cattle there from their British keepers. The party had killed a few horses and "divers horned cattle," and taken away alive a few more, when a signal gun was fired from an armed schooner lying at anchor near Winnisimet ferry ways. The British admiral hoisted a red flag at mainmast-head, and sent the schooner, which mounted four six-pounders and twelve swivels, an armed sloop, and a large number of marines from the different men-of-war, up Chelsea creek, to cut off our return to the main land. The barges conveying these marines were eleven in number, and all were mounted with swivels.²

A heavy fire was now opened from the sloop and schooner, under cover of which the marines advanced upon our men, who were busily engaged upon the Island in the prosecution of their object. In the mean time, General Gage sent over from the city a hundred regulars to reinforce the marines previously stationed on the Island. The provincials, under this heavy fire, retreating to a ditch in the marsh, kept themselves undiscovered until they had opportunity to fire with effect upon the enemy, thus early adopting a practice, for which they were so celebrated during the war, of reserving their fire until sure of their aim, and which in this instance resulted in killing some and wounding others of the unsuspecting regulars. They then recrossed to Hog island, where they were joined by the remainder of the party from Chelsea, the regulars, who remained upon Noddle's Island, firing upon them at the same time very briskly by platoons.

Having cleared Hog island of all the stock, and a sharp fire still continuing between them and the schooner, sloop, boats, and marines, the provincials drew up on Chelsea Neck, and sent

¹ New Hampshire Gazette and Historical Chronicle, June 2, 1775.

² Gordon's Hist. Am. Rev. Vol. II. p. 24; Boston Gazette, June 5, 1775.

for a reinforcement. General Putnam, with three hundred men and two four-pounders, came to their aid, and, being the highest in rank, he took command of our united forces, which now amounted to about a thousand men. The gallant and patriotic Warren also, too ardent to remain at a distance, hastened to the spot as a volunteer, and by words and deeds encouraged the men.¹ Putnam reached the ground about nine o'clock in the evening, and took in at a glance the true state of things. Perceiving Noddle's Island occupied by a large body of the enemy, and that a galling fire was kept up by the schooner, sloop, and boats, he with his customary coolness went down to the shore and hailed the schooner, which was within speaking distance, offering the men good quarters if they would surrender. The schooner answered with two cannon shot, which was immediately replied to by two discharges from the cannon of the provincials. A heavy fire ensued from both sides. The armed sloop, and a great number of boats sent from the ships, came to the aid of the schooner, and at the same time a large reinforcement of marines, with two twelve-pounders, was sent to Noddle's Island. For two hours the engagement was severe, until the firing from the schooner ceased. The fire from the shore was so hot that her men found that they must perish on board their vessel, or make their escape from it. The love of life conquered, and they hastily took to their boats, leaving the schooner and all she contained as booty for the provincials. The barges attempted to tow her back to her station through the sharp fire of Putnam's men; but, unable to endure the severe fire, they were compelled to quit her. The battle now becoming more general, continued through the whole night; and during the action a large barn full of hay and an old farm-house on the Island were burned.

The schooner drove ashore on the Winnisimet ferry-ways, and a party, consisting of Isaac Baldwin and twelve others of the provincials, after taking from her whatever was valuable, rolled bundles of hay under her stern, and set her on fire and

¹ Gordon's Hist. Am. War, Vol. II. p. 24; Frothingham's Siègè of Boston, p. 109; Swett's Hist. Battle of Bunker Hill, p. 9.

burned her up. The reason for burning the schooner, of course, was the fact, that, the harbor being in the possession of the British, they would not be able to keep the vessel in their own hands.

The provincials took from the schooner "4 double fortified four-pounders, 12 swivels, chief of her rigging and sails, many clothes, some money, &c., which the sailors and marines left behind."¹ The account honestly adds, "they having quitted in great haste!" Doubtless they did. The committee of safety took possession of the contents of the schooner, as appears from the following extract from the journal of that committee: "May 30, 1775. Elisha Lettinwell was directed to proceed with two teams to Chelsea, and bring up from thence the cannon and other stores saved from the schooner which has been burned by our people, and to lodge said stores in this town (Cambridge)."² And again, on a later date (June 21), we find in the same journal, "*Ordered*, That Mr. James Munroe, an armorer in the provincial service, take into his keeping a quantity of old iron, saved out of the cutter burned at Winnesimit ferry, he to be accountable to the committee for the same."³

The sloop still continued her fire, which was vigorously replied to from the shore, and a heavy cannonade was commenced upon the provincials with the twelve-pounders from a hill upon Noddle's Island called West Head, near to, and directly opposite, the Winnisimet ferry-ways. But Putnam, inspired with the same dauntless courage with which he entered the den of the wolf, heading his men, and wading up to his middle in mud and water,⁴ poured so hot a fire upon the sloop, that, very much crippled and with many of her men killed, she was obliged to be towed off by the boats. It is a striking illustration of the courage and impetuosity of Putnam, that he and his brave followers attacked and crippled this sloop with small arms; that, leaving their cannon, they waded within musket distance, and there

¹ Hand Bill printed at Newport, June 1st, 1775.

² Journal of Each Provincial Congress of Mass. 1774-5, p. 561.

³ Ibid. p. 573.

⁴ New Hampshire Gazette, June 2d, 1775; Swett's Hist. Battle of Bunker Hill, p. 9, note.

fought the heavy armed vessel, heedless of the great disparity in weapons and of their dangerous position. Putnam's spirit animated the provincials, and, foremost in the fight himself, he was nobly sustained by his brave followers. The spirited words of the poet will almost literally apply to the dauntless bravery of Putnam in this engagement.

"There the old-fashioned colonel galloped through the white infernal
Powder cloud;
And his broad sword was swinging, and his brazen throat was ringing
Trumpet loud;
There the blue bullets flew,
And the trooper jackets redden at the touch of the leaden
Rifle breath;
And rounder, rounder, rounder, roared the iron six-pounder,
Hurling death."

Soon after the disabling of the sloop, the firing ceased, excepting a few scattering shots between the marines on Noddle's Island and the party at Chelsea. During the whole of the following forenoon, however, the Somerset man-of-war, of sixty-eight guns and 520 men, was continually firing upon the people on the Chelsea side, who had gathered together in great numbers to see what had occurred upon the Island. It is remarkable, that, in this long and well contested engagement, not a man belonging to the provincial army was killed, and but three or four were wounded, and one of these by the bursting of his own gun; while the loss of the enemy in killed and wounded was very severe. In reference to this battle, a living writer observes: "On the 13th of May, all the troops at Cambridge marched, under the command of Putnam, to Charlestown, and defied the enemy under the very muzzles," and on the 27th of May, "the very important action was fought, and the victory achieved, under the command of Putnam."¹

The celebrated poem by John Trumbull, entitled *M'Fingal*, thus alludes to this engagement:—

"Though Gage, whom proclamations call
Your Gov'rnor and Vice Admiral,

¹ Who was the commander at Bunker Hill. By Samuel Swett.

Whose power gubernatorial still
Extends as far as Bunker's Hill,
Whose admiralty reaches, clever,
Near half a mile up Mistic river,
Whose naval force yet keeps the seas,
Can run away whene'er he 'd please.
Nay, stern with rage, grim Putnam boiling,
Plundered both Hogg and Noddle Island;
Scared troops of Tories into town,
Burned all their hay and houses down,
And menaced Gage, unless he'd flee,
To drive him headlong to the sea;
As once, to faithless Jews a sign,
The De'el, turned hog-reeve, did the swine."¹

There probably is not an instance during the whole war, where, under the circumstances, the provincials displayed more determined courage than in this engagement; and the enemy here learned to their great surprise a severe lesson, being made sensibly to feel that their rebel opponents were "foemen worthy of their steel," and in determined bravery and impetuosity were vastly their superiors. Says one writer, "upon the first approach of our men at Noddle's Island, the regular troops all took to their heels, and ran as if the Devil drove them!"²

The different reports of the battle give various estimates of the number of the enemy killed and wounded. The account of it by General Gage is similar in character to his report of the battle of Lexington and Concord; the following extract from the London Gazette (No. 11,579) gives its purport:—

"*Whitehall, July 18, 1775.*— Lieutenant-General Gage in his Letters to the Earl of Dartmouth, dated June 12, 1775, gives an Account, That the Town of Boston continued to be surrounded by a large Body of Rebel Provincials, and that all Communication with the Country was cut off; that the Rebels had been burning Houses and driving Sheep off an Island that has easy Communication with main land, which drew on a Skirmish with some marines who drove the Rebels away; but that an armed Schooner, that had been sent between the Island

¹ Trumbull's Poetical Works, Vol. I. pp. 64, 65.

² New Hampshire Gazette and Historical Chronicle, June 2, 1775.

and the main land, having got on shore at High Water, there was no possibility of saving her, for as the Tide fell, she was left quite dry, and burned by the Rebels. Two men were killed and a few wounded."

As an offset to this obvious underestimate of the British general, we quote a paragraph from that reliable historian, Gordon. Says he: "The regulars were said to have suffered very much, not to have had less than two hundred killed and wounded. The loss was probably greatly exaggerated; that, however, had a good effect on the provincials. The affair was a matter of no small triumph to them, and they felt upon the occasion more courageous than ever."¹

"The New Hampshire Gazette and Historical Chronicle" (Friday, June 2, 1775) contains nearly the same estimate, as follows: "Tis said in the above Engagement, between 2 and 300 Marines and Regulars were killed and wounded; and that a Place was dug in Boston 25 feet square to bury their Dead; and that they had between 20 & 30 Barges full of Marines and Sailors."

A handbill, in the possession of the writer, printed at Newport, June 1, 1775, says, "The loss of the enemy amounted to at least 20 killed and 50 wounded."

The "Boston Gazette and Country Journal" of Monday, June 19, 1775, contains the following statement: —

"*New York, June 12.* — A Gentleman that left Boston about six Days ago, asserts for Fact, that he saw landed on the Long Wharf at that Place, out of one boat alone, no less than 64 dead men that had been killed by the Provincials at the late Attack at Noddle's and Hog Islands, as mentioned in our last." This same item is in "The New England Chronicle or the Essex Gazette," Vol. 7, No. 360.

These different estimates, after making allowance for all exaggeration, render it evident that the loss of the enemy was severe, remarkably so considering that not a man among the provincials was killed. It is not strange that the pious colo-

¹ Gordon's Hist. Am. Rev. Vol. II. p. 25.

nists attributed their preservation to "the miraculous interposition of Divine Providence."¹

The news of the engagement reached congress on the very day it was choosing general officers, and so influenced the vote that Putnam was unanimously chosen one of the Major-Generals.²

There is a letter written by a soldier in the camp, Captain William Turner Miller, of Rhode Island, relative to this engagement, which is interesting as an original document.

" Rhode Island Camp in Roxbury, }
May 29th, 1775. }

" Dear wife we were yesterday and the Night before last under arms which was Occasioned by An Engagement Colonel putnam With about 250 Men had with a Thousand Regulars the Engagement began at about half after nine Oclock on Saturday Night and Lasted till Day Light when Coll putnam Returned to the Head Quarters at Salem having Burnt an Armed Schooner and Taken 16 pieces of Small Cannon Kill'd 13 of the Horses that Lately arrived from England said to be for the Light Horse and Taken 17 More Co^l putnam had not a Man Killed and only three Men Wounded How many of the Regulars were Killed we Cannot Learn only that there were Discovered in the action three Regulars Killed and it is thought Numbers more were Slain the place of Action was at Chelsey near winnysimmit ferry Sixteen Miles from this place (by Land) when we first Heard the firings which was very Brisk I mustered my forces which were about 240 at the first Alarm Not Knowing but it was a General Attack and sent off Expresses forward toward the Enemy Sent out Several Companies to Reconoiter who went forward until they were Informed where the fire was and were Satisfied their Help was not wanted (some went Down Head Quarters) & in the morning the Fire Renewing I Marched Down with all My Men but a few who I Left behind to Guard the Incampment and Magazine went to

¹ Boston Gazette, June 5, 1775.

² Frothingham's Siege of Boston, pp. 109, 110.

Head Quarters for Orders to go forward were within Sight of the Ennemies fire but the General thinking it Best for Me to Return and Refresh my Men and hold my People in Readiness and Soon after my Return Co^l Hitchcock Co^l Cornel Arrived Here and Took the Chief Command and toward Night Major Sherburn Arrived Here Since which Several Companies are Arrived we heard a Number of Cannon fired toward Chelsey Last Evening but have not Learn what they have Done we are I should be glad if you would Send me Some Linning Such as Shirts &c when you have them Ready if you want to Send any thing to me Such as Shoes or any thing Else you will please to have them Bundled up and a paper pasted on the Bundle, and a Letter Wrote Ready

“I am your Loving Husband

“WILLIAM T. MILLER.”¹

The numbers of the respective parties are inverted in this letter, and some trivial mistakes made, easily to be accounted for by the hurry and excitement of the time; but the letter, taken as a whole, corroborates the other accounts of the battle, and shows it to have been one of importance. A brief account in Newell's Journal serves to strengthen the statements before made. “May 27th.—Our people set fire to hay and a barn on Noddle's Island. A number of marines went over. Our people retreated over to Hog island, the troops following and being decoyed by our people down to the water, who then fired and the action continued all night (though very dark) also a Man of War Schooner firing their cannon continually upon them which towards morning catch't aground upon Winisimet ferry ways. Our people boarded her and finally burned her.”²

As there is no mention of field-pieces being used by the colonists in the battles of Lexington and Concord, it is believed that they were fired by the Americans in this battle for the first time in the war. The field artillery of the American army, at the opening of the war, consisted of four pieces; two of these, the “Hancock” and “Adams,” used in the battle of Bunker

¹ Genealogical Register, Vol. I. 2d Series, p. 136.

² Mass. Hist. Coll. Vol. I. 4th Series.

Hill, are kept in the top of Bunker Hill Monument. The following is the inscription upon the two guns:—

“SACRED TO LIBERTY.

“This is one of four cannons which constituted the whole train of field artillery possessed by the British colonies of North America at the commencement of the war, on the 19th of April, 1775. This cannon and its fellow, belonging to a number of citizens of Boston, were used in many engagements during the war. The other two, the property of the government of Massachusetts, were taken by the enemy.

“By order of the United States in Congress assembled, May 19th, 1788.”¹

A letter dated “Cambridge, June 1st, 1775,”² remarks: “Perhaps history cannot furnish us with a more miraculous interposition of Divine Providence; although our enemies kept a warm fire from their cannon and small arms, yet we have but three men wounded, neither of them supposed to be mortal [not the men, but the wounds!]. We still beg the most earnest and constant prayers of our pious friends, that our heads may always be covered in the day of battle. The Lord is a man of war; let salvation be ascribed to the Lord.”

The same sentiment is expressed by Timothy Newell, one of the selectmen of Boston, who kept a journal of daily events in 1775 and 1776. He remarks:—

“This action seems without a parallel, that notwithstanding several hundred of the king’s troops were engaged all night, and it is said one hundred were wounded and fell, not the least hurt happened except to three of our people, who were commanded by General Putnam. The Lord manifestly appears on our side, and blessed be his glorious name forever.”³

We look back with admiration upon the colonists entering with such zeal, courage, and persistent efforts, into the contest with the mother country; and in respect to this particular

¹ Lossing’s Field-Book of the Revolution, Vol. I. p. 559.

² Boston Gazette and Country Journal, June 5th, 1775.

³ Mass. Hist. Coll. Vol. I. 4th Series, Newell’s Journal.

battle, when we think of the condition of the respective parties, — the unorganized, half equipped provincials, and the regular army and proud fleet of the enemy, — when we see our gallant men beset by land and sea, and, instead of flying, waiting bravely for reinforcements, and waiting, too, under a heavy fire from the enemy, — and then unflinchingly doing battle the whole night through like veterans in the service, — we may well wonder at their self-sacrificing, virtuous courage, and thank the same God in whom they trusted, and in whose fear they fought, that their efforts were finally crowned with success; and while we keep in mind the greater battles of that long and arduous struggle, let us never forget the brave men who fought the battle of Noddle's Island. Immediately preceded by the skirmish at Lexington and Concord, which excited the people in a manner never before known in the country, and soon followed by the more important battle of Bunker Hill, it perhaps is not surprising that the engagement on Noddle's Island has not hitherto received from historians that notice it so manifestly deserves. But in view of the facts which have now been presented, and which have been collected with considerable labor, are we not justified in calling this the second battle of the Revolution?

Emboldened by their success in this engagement, and having learned by experience that they could successfully cope with the regular troops of the British army, a few days afterward the provincials prosecuted their labors upon Noddle's Island with renewed zeal and energy. The same number of the Boston Gazette from which we last quoted, says:—

“ We have to inform our friends that since the above attempt (referring to the engagement just described) to remove the live-stock from the islands, it has been actually done; five or six hundred sheep and lambs, upwards of 20 head of cattle, and a number of horses, have been removed to the mainland.”

Another paper, from which we have already made extracts,¹ alludes to these subsequent expeditions, and also to the burning of some of the buildings. After speaking of the engagement, it says:—

“ In addition to the above, we hear that on Monday After-

¹ New Hampshire Gazette and Historical Chronicle, June 2, 1775.

noon, Five o'clock, 200 of the Provincials went down to Noddle's Island again, and took off 216 sheep more, 17 Horses, and several Head of Cattle, and set all the barns on fire, in which was a vast quantity of screwed hay."

The journals of the provincial congress show clearly that some of the horses taken from Noddle's Island belonged, or were supposed to belong, to the enemy; for the record has the following entries under date of 2d June: "*Ordered*, That Capt. Parker, Capt. Thatcher, Mr. Jewett, Col. Porter, and Mr. Singletary be a committee to consider what is best to be done with the horses lately taken from Noddle's Island." "The committee appointed to consider what shall be done with the horses taken by our forces from Noddle's Island, which belong to our enemies, beg leave to report, that the same horses be delivered to the committee of supplies, to be by them used and improved for the benefit of the colony, as they shall think fit, until further order from this or some future congress, or house of representatives."¹

H. H. Williams, then tenant of the Island, in his claim for damages sustained during these skirmishes and excursions, mentions "53 Tons hay burnt in the Barns," "20 Tons hay in stacks burnt." He also enumerates "43 Elegant Horses," "220 sheep used as provisions for the Army," etc., etc.

Newell's journal doubtless alluded to the same expedition under date of the 30th of May. Says the writer: "The mansion-house on Noddle's Island burnt by our people, the cattle, sheep, &c. drove off. The Admiral sent a number of his people to take off some stores of the men-of-war which were in a warehouse there, which was not opposed by our people who lay near; suppose when they had taken them on board a sloop (which lay at the wharf) our people fired two cannon out of a little patch of wood on the top of the hill, which made them all fly precipitately."²

This "hill" was probably Smith's hill, as it overlooked the wharf and faced the town. This is the only place where mention is made of the "stores of the Men of War;" still this incidental allusion renders it certain that the warehouse at the

¹ Journals of Each Provincial Congress of Mass. 1774-5, p. 292.

² See also Gordon's History Am. Rev. Vol. II. p. 25.

wharf was used in the early part of the war as a place of deposit by the British.

The skirmishes on the Island still continued at intervals of a few days. Says the journal just quoted from: "9th June; Last night several Gondaloes (British) went to Noddle's Island for hay. Two hundred and thirty regulars went off soon after sunrise to support them. Upon the appearance of our people they thought proper to retire, and arrived safe back here."

This affair is thus noticed in the "Boston Gazette," etc., of June 19th, 1775, in an extract from the Boston News-Letter, a tory paper, then conducted by Margaret Draper and Robert Boyle:—

"*Watertown, June 19.* — On Friday last, the 9th Instant, a Detachment of two Captains, eight subalterns, and two hundred men of the Corps of Light Infantry, under the command of Capt. *Souter* of the Marines, landed at Noddle's Island near 6 o'clock in the morning, for the purpose of bringing off Hay, which was effected without any loss. Advanced parties took possession of the Heights, and were most scandalously abused by the people from the opposite shore. The troops noticed them not, though fired at if they shewed their heads. The Detachment did not fire a shot." It is added in parenthesis, probably by the editor of the "Boston Gazette," etc., — "(An infamous Lie extracted from good Madam Draper's last Thursday's Gazette)." By the "infamous lie," the editor probably refers to the assertion that the British did not fire upon the provincials.

Upon the next day, the 10th of June, the Island was swept by fire of all the buildings remaining upon it; and in reference to it an original letter is here introduced, addressed to the author by John Marston, Esq.:—¹

"Boston, 12th Aug. 1833.

"DEAR SIR,— Agreeably to your request, I shall herewith annex my recollections of 'olden times,' relative to 'Noddle's Island.' .

¹ John Marston was a most respectable stockbroker, and lived in Franklin Place. At the time this letter was written he was a hale man, sound in body and mind.

"In 1769 to '71, I was a pupil at Dummer's school near Newbury,¹ and had occasion to pass Winnisimmet Ferry several times in the course of that time. I remember that the Island was then very bare of trees, except about the house where Mr. Williams resided.

"I remember that while passing Charlestown Ferry on the 10th June, 1775, I saw all the houses and barns on Noddle's Island (which could be seen in that direction) in flames. A detachment of the American army had been sent the night previous to drive off the cattle and sheep, which was very proper, but the burning the houses, etc. was not approbated by our people, as it was setting a very bad example, and may have led to the burning of Charlestown that day week. By examining the orderly book of Gen. Ward, you may discover whether there were any orders from *Head-quarters* to burn any dwellings, and whether the act was approved by him.²

"The marines from the ships of war landed on the Island and drove our people off.

"Very respectfully,

"JOHN MARSTON.

"Wm. H. Sumner, Esq."

That this conflagration upon the 10th of June completed the destruction of all the buildings upon the Island is evident from an item in a newspaper of two days later date.³

"Saturday last the Provincial Troops set Fire to the Store on Noddle's Island, which was entirely consumed, no Building being now left standing on said Island."

The reason why the provincials destroyed these buildings is to be found in the fact that the British, while engaged in their depredations on the Island, made use of them for a protection, and thus secured to themselves a great advantage over the colonists.

From the 27th of May to the 10th of June inclusive, the

¹ Byfield Academy.

² The order book of Gen. Ward, which was for some time in the writer's possession, and of which he has deposited a copy in the adjutant-general's office, has been examined; it contains no orders to this effect.

³ Boston Gazette and Country Journal, June 12th, 1775.

Island was the scene of severe skirmishing, plundering, and conflagration, and, although unused to the dangers of war, the undisciplined provincials successfully coped with the British regulars, and evinced their true patriotism in burning their own property rather than suffer it to fall into the hands of the enemy.

Of this whole transaction, Col. Humphrey says: "Thus ended this affair, in which several hundred sheep and some cattle were removed from under the muzzles of the enemy's cannon, and our men accustomed to stand fire by being for so many hours exposed to it, without any loss."¹

There can be no doubt that the results of the severe discipline of this battle were made fully manifest in the battle of Bunker Hill, which soon followed.

The Island, now stripped of all the stock and the buildings all burned, contained no object worthy the attention of General Gage. The owners and tenants suffered much from these expeditions. The loss from the burning of the buildings is thus estimated by Deacon Thomas Greenough, the husband of one of the three devisees of S. S. Yeamans, a former proprietor of the Island:—

Three houses, at £100,	£300
Three barns, at £100,	300
One large mansion-house,	900
Two large barns,	230
One large store,	200
One barn,	100
One stable,	30
	<hr/>
	£2,060

The proprietors of the Island never received any compensation for this destruction of their property; but H. H. Williams, who was a quartermaster-sergeant in the army at Cambridge, received as a present from General Washington, in partial remuneration for his loss as tenant, a portion of the army barracks at Cambridge, with which to construct a shelter for his houseless family.

¹ Essay on the Life of the Hon. Maj. Gen. Putnam, p. 94, etc.

After the war, Mr. Williams presented to the legislature of Massachusetts a petition for remuneration for his losses, and "A schedule of House Furniture, Stock, Stores, Horses, &c. &c. that were Destroyed by a Detachment of the American Army; or carried off by said Detachment for the use of the United States in the year 1775, belonging to Henry Howell Williams who then tenanted Noddle's Island in the Harbour of Boston," the accuracy of which is sworn to by Mr. Williams and his wife. This claim was made upon the principle that governments are bound to compensate their citizens for losses sustained under the orders of their own officers, in war as well as in peace, while damages done by the depredations of the enemy must be endured by the individual sufferers. The "schedule"¹ comprises every article in the house, cellar, and out-buildings, and gives the contents of each room by itself. The whole amount of his property lost is therein estimated at £3,646 6s. 2d. In answer to the claim, the legislature voted to Mr. Williams the sum of £2,000 in full for all damages. The resolution is as follows:—

" Commonwealth of Massachusetts.

" In Senate, June 23, 1789.

" *Resolved*, that the Treasurer of this Commonwealth be and he hereby is directed to issue his note in behalf of the Commonwealth in favor of Henry Howell Williams, for the sum of two thousand pounds and interest thereon from date of the same in full compensation of the damage he sustained from having his stock and other property taken from him or destroyed in consequence of orders given by the commanding officer of the Massachusetts troops in the month of May, 1775, and that the same be charged to the United States.

" Sent down for concurrence. SAM^L PHILLIPS, jun^r. Presid^t.

" In the House of Representatives, June 24, 1789.

" Read and concurred.

DAVID COBB, Speaker.

" Approved, JOHN HANCOCK.

" True Copy Attest,

JOHN AVERY, jun^r. Sec'y."

¹ This is now in the possession of the writer, through the politeness of John Avery, Esq., of Lowell, its owner.

The "schedule," the title of which has been given, and the above quoted "Resolve," are valuable as furnishing additional proof that the conflagration and the destruction of property took place under the orders of the American commander.

The records of the committee of safety state that "Henries Vombavi, an Indian, having represented to this Committee that he had taken two horses at Noddles Island, one a little horse, which he is desirous of retaining as some recompense for his fatigue and risk in that action, in which, it is said, he behaved with great bravery: it is the opinion of this committee, that said Indian should be gratified in his request, which will be an encouragement to others in the service, provided, the honorable Congress should approve thereof."¹ Such instances, slight though they may be, show the readiness of the authorities to compensate for services rendered, when it was possible to do so.

In view of the facts which have been collected respecting the conflicts, depredations, and conflagrations on Noddle's Island, extending at intervals from the 27th of May to the 10th of June, the reader is left to judge whether the statement at the commencement of this narrative is not substantiated, namely, that the engagement upon the Island was an important one, deserving a fuller notice by historians than has before been given to it, and whether it does not deserve the name of a *battle*; and if so, whether it should not take its appropriate place as the *second* battle of the Revolution.

The writer appeals to the public for its verdict as to the importance and position which this battle should take in the history of that war. Surely, if the number of combatants, the character of the officers engaged in it, the length of the conflict, the arms used, the bravery displayed, and the results effected, constitute a battle, then does this engagement on Noddle's Island deserve the name. It was no mere skirmish. On one side were a thousand ardent, liberty-loving Americans led by one of the bravest officers of the army, and equipped with small arms and field-pieces, while on the other was a large body of several hundred marines and regulars, provided with

¹ Journals of Each Provincial Congress of Mass. p. 586.

two twelve-pounders, and supported by a schooner which mounted four six-pounders and twelve swivels, a heavy-armed sloop, and eleven barges with swivels; and between these contending forces the contest was bravely carried on during the whole night. Warren, Putnam, and Stark, a noble trio, were there. Warren had already met the enemy at West Cambridge on their retreat from Lexington, where he narrowly escaped with his life from a musket ball, which grazed his head. A leader in the struggle for liberty, anxious to be present wherever an enemy was to be found and gunpowder to be smelt, he was present on the night of the battle of Noddle's Island encouraging the men by word and deed.

His daring and patriotic spirit urged him into the hottest of the fight, where his life was in imminent danger; but the fatal shot which gave him a martyr's crown was reserved for the ever glorious battle of the 17th of June at Bunker Hill, where he fell in the midst of the conflict, uttering the most noble words which ever came from the lips of a dying patriot and hero: "I am a dead man: fight on, my brave fellows, for the salvation of your country."¹ The discerning wife of John Adams, in a letter written the day after that battle, thus feelingly alludes to his death: "I have just heard that our dear friend, Dr. Warren, is no more, but fell gloriously fighting for his country; saying better to die honorably in the field than ignominiously to hang upon the gallows. Great is our loss. He has distinguished himself in every engagement, by his courage and fortitude, by animating the soldiers, and leading them on by his own example."² A few days later, in a letter to the same individual, she says: "Not all the havoc and devastation they have made has wounded me like the death of Warren. We want him in the senate, we want him in his profession, we want him in the field. We mourn for the citizen, the senator, the physician, and the warrior."³

The author can express the conclusions to which his own investigations brought him in regard to the relative positions of

¹ For many facts connected with his death, the reader is referred to an article by the author, in the *Genealogical and Historical Register*, April and July, 1858.

² Mrs. Adams's Letters, Vol. I. p. 39.

³ *Ib.* p. 49.

Putnam, Warren, and Prescott, in no better way than by quoting a toast which he gave at a public celebration on the 4th of July, 1826: "Bunker Hill and its honored defenders:—Putnam the commander, Warren the martyr, and Prescott the hero."

Neither Stark nor Putnam was at Lexington or Concord; but on Noddle's Island, Stark, who on the very day he received his commission as colonel enlisted eight hundred men,¹ successfully executed the first orders he received from the commander-in-chief; and here the brave Putnam, whose title of commander in this engagement cannot be disputed, even by those who would deprive him of that rank at Bunker Hill, first engaged in actual conflict with the British. Fired with the same impetuous zeal for which he was so distinguished in the French and Indian war, heedless of his own safety, and inspiring his men with his own dauntless bravery, he led on the contest, and successfully established the bravery and efficiency of the colonial troops. While the colonists suffered but little, three men only being wounded, the enemy's loss was severe, and Gen. Gage considered the engagement of sufficient consequence to announce it to the government, while the gallant conduct of Putnam gained him a commission from congress.

Truly, if the skirmish at Lexington receives from historians the dignity of the name of a battle, how much more does that at Noddle's Island deserve the same honor; and if the former was the first, certainly the latter, in point of time and importance, takes its proper position as the Second, Battle of the Revolution.

The story of the occupation and evacuation of Boston by the British is too well known to be repeated here; and we limit our narrative to a brief mention of facts as they are connected with the Island history.

The opening of the year 1776 found the British forces in a hazardous condition. They were surrounded and harassed by a large army of indignant Americans, guided by the master-

¹ Allen's Biog. Dict. p. 754. (Boston, 1857.)

spirit of the Revolution; the hills which commanded the city and harbor were occupied by the indefatigable "rebels," who, as Howe said when viewing the works which rose as by magic on Dorchester Heights, did "more in one night than my whole army would have done in a month;" and the enemy could no longer remain with safety in the city they had so long occupied. In addition to the important positions already secured by the provincial troops, the British justly apprehended that the few remaining heights about the harbor would soon be in the possession of the Americans, and thus their fleet be exposed to certain destruction. Botta, an Italian writer, makes the judicious remark, that it was feared that they would occupy Noddle's Island, and establish batteries which, sweeping the surface of the water across the harbor, would have entirely interdicted the passage to the ships, and reduced the garrison to the necessity of yielding at discretion.¹ That this fear was not groundless is evident from the fact, that, at the council of war on the 16th of February, 1776, Noddle's Island was one of the places selected for occupation in the proposed bombardment.

The British fleet and army, being completely outmanœuvred by Yankee shrewdness, and driven to extremities by a combination of adverse circumstances, evacuated Boston on the 18th of March, 1776. It was on a Sunday morning, and at an early hour, that the enemy, "satisfied that neither Hell, Hull, nor Halifax could afford worse shelter," evacuated the town, taking with them about fifteen hundred tories, who dared not remain behind and meet their enraged countrymen. The fleet, which consisted of one hundred and forty sail, was detained in the harbor for several days, and during this period some of the troops burned the block-house and barracks on Castle Island, and blew up and demolished the fortifications.²

The 18th of March was a memorable day for Boston, "*Hos-tibus primo fugatis.*"³ The city was once more free from a hostile army, and the inhabitants felt that their property and their

¹ Botta's Hist. Am. Rev. Vol. II. p. 44.

² Gordon's Hist. Am. Rev. Vol. II. p. 200; Barry's Mass. Vol. III. p. 84.

³ Motto on the medal struck by congress in honor of Washington, 25th March, 1776.

city were now their own. But sadness followed the first spontaneous outburst of rejoicing. The beautiful city had been rendered a desolation; the noble shade trees had been cut down; many of the finest houses had been defaced; churches had been disfigured; the Old South had been used for a riding school, and the arena heated by fires kindled with rare books and manuscripts from Prince's fine library, which had been kept in the steeple; the parsonage house had been used for fuel; the Old North Chapel had been demolished for the same purpose; the famous old "Liberty Tree" had furnished the enemy with fourteen cords of wood; the large wooden steeple of the West Church had been used for firewood; Brattle street and Hollis street churches for barracks; Faneuil Hall for a theatre; private property had been destroyed; and the whole city told a sad tale of the siege. It should be recorded, however, to the credit of General Howe, that he exerted himself diligently during the few days previous to the evacuation to prevent the excesses committed by the troops, and the guilty were threatened with death if detected in robbing or firing a house.¹ Previous to this, the British general had declared his intention to burn the town if the troops were molested in their departure. But, in answer to a communication from the most influential citizens, he promised to spare it if allowed to leave quietly. Although no positive agreement of this nature was made, yet by means of a non-committal conference and correspondence, both parties tacitly consented to the arrangement.²

New York was supposed to be the destination of the British fleet; and immediately after its departure, Washington left Cambridge for that city with the greater part of the American army. He left a few troops for the protection of Boston under General Ward, who was ordered to repair the forts already constructed, and to strengthen his defences to prevent the recapture of the town, and in all his proceedings to consult the civil authorities.³ Washington was requested by the general court

¹ Gordon's Hist. Am. Rev. Vol. II. p. 197; Barry's Hist. Mass. Vol. III. p. 83 and notes.

² Lossing's Field-Book of Rev. Vol. I. p. 581.

³ Bradford's Hist. Mass. Chap. XIX.; Barry's Hist. Mass. Vol. III. pp. 123,

to leave six regiments for the defence of Boston and vicinity, under the apprehension that the British might return after the American troops were withdrawn; but the necessities and supposed immediate danger of New York were so great that only three of his regiments could be spared, and consequently three more were subsequently raised by the general court, with six companies of artillery, for self-protection.

It was the general opinion, that the evacuation of Boston was only a feint, and that the British would soon return. The people of Rhode Island thought that their maritime situation exposed them to imminent danger, while many of their citizens were absent on service, and in a long petition they prayed for a body of continental soldiers. So various were the applications for troops, and so numerous the calls for arms, that some decided action became necessary to prevent the little army and the deficient stock of public stores from being so divided and distributed as to be insufficient for the defence of any one place.¹

In compliance with his instructions, General Ward immediately commenced the necessary repairs, and on the 4th of May reported that the forts on Fort hill in Boston, Charlestown point, and Castle point, were almost completed, and mounted with heavy cannon. A fortification was in good progress on Noddle's Island, and a detachment of the army was at Castle island, repairing the batteries which the enemy had breached.² The regiments which had been ordered by the general court were organized, and stationed on Noddle's Island, the castle, and at Nantasket, to prevent the landing of the British troops, or an approach to the town, should the enemy return.

After the evacuation of the town, a portion of the British fleet, consisting of five vessels, still lingered in the harbor, and were soon afterward joined by seven transports filled with Highlanders.³ The presence of these vessels naturally excited the

124; Lossing (Field-Book Rev. Vol. I. p. 583) says that *five* regiments were left for the protection of Boston, and the minuteness of his description would lead to the belief that he wrote from good authority.

¹ Ramsay's Am. Rev. p. 262 (Dublin ed. 1795).

² Barry's Hist. Mass. Vol. III. p. 124.

³ Lossing, Vol. I. p. 583; Gordon's Hist. Am. Rev. Vol. II. p. 266.

alarm of the inhabitants of Boston, who were under great apprehension of Howe's return. The American troops had principally gone to New York, and the people felt their defenceless condition, inasmuch as the fortifications then existing were wholly insufficient if an effort should be made to enter or fire the town. This feeling increased in Boston and the vicinity, and the sight of the armed vessels of the enemy, and the constant expectation of the arrival of others, made them more and more dissatisfied with their situation. With characteristic promptness of action, the danger was no sooner really perceived than measures were taken to put the harbor in a state of defence, and to be in readiness for the anticipated return of the enemy.

This apprehension was not a groundless one; for, subsequently to this, it excited the serious attention of Washington and his generals, and all the admirable foresight and critical observation of the commander-in-chief were required to enable him to provide for the safety of the seaboard, as well as to carry out his plans to prevent the proposed junction of the two divisions of the British army, one of which, under Burgoyne, was already marching down from the north, in order to meet the other, with which it was to unite at or near Albany.¹

Noddle's Island, from its situation in regard to the city and harbor, seemed to be peculiarly appropriate for the site of a fort; it was selected as such without delay, and the work immediately commenced. The adaptation of the Island for such a purpose arises from the fact that it is so situated, that, properly fortified, its guns can sweep the whole upper harbor, and no fleet can remain long enough before the city, under a fire from the Island batteries, to do any considerable damage. This important, indeed invaluable, consideration, determined the Island as the site of the fortress for the protection of the city and to drive the enemy's vessels from the harbor, and, under the sense of present danger, the work was commenced without delay.

This was in the early part of May, 1776. Individuals subscribed towards this object; many flocked in from the adjoining towns, and the whole community was awake to the importance

¹ Irving's Washington (octavo ed.), Vol. III. pp. 126-7, etc.

of the object. All classes of people united their efforts in erecting a fort on the heights of the Island. Both the clergy and laity volunteered their services, working with the pickaxe and shovel, and aiding until the work was finished, while the poorer class were compensated for their labors.¹ One desire actuated all, — to protect their city from the enemy. During the whole of our contest with England, there is nothing which reflects brighter lustre on our cause than the disinterested patriotism of the people. Private interests, property, prospects, indeed every thing, was willingly sacrificed *pro bono publico*, and the people in every rank and station labored with equal zeal, with the pen, the sword, or the spade, in the study, the battle field, or in the trench, whether without pay or supported by government. The highest and purest motives guided their actions. The sword was taken up from necessity, and then used with the power which a just cause, a patriot's heart, and a valiant arm, will always wield.

The community was wide awake to the importance of prompt and persistent action; and the energy with which the work was carried on until finished, affords abundant evidence of the spirit of the times. Every measure was employed to call the attention of the people to the subject. A notice, signed by Joseph Russell, clerk, appeared on the 6th of May, calling upon the subscribers for fortifying the harbor to meet, and the thanks of the citizens of Boston were expressed to the gentlemen from the country who had voluntarily assisted in the work.² A similar notice appeared in the Chronicle on the 23d of the same month. The fortification on the Island was prosecuted with great zeal, and, with the volunteer labor from Boston and the neighboring towns which sympathized with the city, the work rapidly progressed. The strongest motive, self-preservation, urged the people to work; the vessels of the enemy were in full sight, and might any day be reinforced, and the siege renewed. The spirit of the times is shown in the newspapers. Says one, "Almost every able-bodied citizen of this place has volunteered to work two days a week for six weeks on the for-

¹ Gordon's Hist. Am. Rev. Vol. II. p. 265, etc.

² Boston Gazette, 6th of May, 1776.

tifications.”¹ The same paper continues, “They began to fortify Noddle’s Island last week, since which they have been joined by several of the neighboring towns.” There seems to have been a general determination, not only within the limits of the city, but in the adjoining country, to protect Boston from any further attack; and the readiness and zeal with which the people labored on the defences show the earnest interest felt in the issue at stake. The newspapers urged the inhabitants to the work, and kept the community informed of the progress made. A third notice appeared in the papers, calling upon those who had subscribed for fortifying Boston harbor to fulfil their subscription by personal appearance, or by providing substitutes. This notice also says, “It is thought four hundred men for three days will finish the grand fortress on Noddle’s Island. A great number of gentlemen have agreed to go to-morrow and Saturday next, and it is hoped that the inhabitants of the town who are able to work will appear on the floor of the Town house at one half past seven, to-morrow the 7th instant.”² This notice (dated on the 5th of June) appears to have been made under direction of a committee of the general court. From all that can be learned, it is evident that this was an important and large fortification, and the incidental allusions in the different notices quoted, support this idea. The Island appears to have been the point universally selected as the one most suitable for the end in view; and the number of men employed, and the length of time consumed in the work, show that no small fortress rose from the heights.

In some respects a fort should be like a fire-engine, “always ready, but never wanted,” and this fortress was an instance in point. The British fleet did not return, and the inhabitants were not called upon to defend the city; but now, relieved from acting upon the defensive, they immediately began to act upon the offensive.

The numerous alarms in May and June, and the fears entertained of the return of the enemy, gave great uneasiness to the

¹ Chronicle, 9th May, 1776.

² Continental Journal, 6th June, 1776.

people along the sea-coast of Massachusetts ; and hence the general court, then in session, on the 11th of June, determined, if possible, to drive all the enemy's vessels from the bay. Said John Adams, in a letter to Samuel Cooper (dated 30th May, 1776), " I shall never be happy until every unfriendly flag is driven out of sight, and the Light-house island, George's, and Lovell's islands, and the east end of Long island, are secured." ¹ The fortifications on Noddle's Island having been successfully built, and the city thus protected, Gen. Benjamin Lincoln proposed a plan for freeing the harbor of the British vessels. His scheme was sanctioned and accepted by the Massachusetts assembly, and put in execution on the 13th of June. Detachments from the regiments of Colonels Marshall and Whitney, and a "battalion of train," under Colonel Crafts, provided with cannon, ammunition, and provisions were mustered on Long wharf at the beat of drum, and there embarking in boats, they went down the harbor to Pettick's island and Hull, where they were joined by more troops and sea-coast companies, so as to make nearly six hundred men at each place. Militia from the towns along the harbor shore, with a detachment from the "train" and some field-pieces, took stations on Moon island, Hoff's Neck, and Point Alderton ; while a detachment, commanded by Colonel Whitcomb, from the regular troops under Gen. Ward, with two eighteen-pounders, a thirteen inch mortar, and intrenching tools, took post at Long island. The morning of the 14th nearly dawned before the various bodies of troops were all stationed. In a few hours, defences were thrown up on Long island and at Nantasket, and cannon were mounted, and began to play upon the ships, the first shot being fired from Long island. Commodore Banks, perceiving the perilous situation of his little fleet, made signals for weighing anchor, and after blowing up the light-house, a deed unworthy of humanity, set sail and went to sea, leaving Boston harbor and the vicinity entirely free from the enemy.²

Several English store ships, which arrived soon after, not

¹ Works of John Adams, Vol. IX. p. 381.

² Gordon's Hist. Am. Rev. Vol. II. p. 266 ; Ramsay's Am. Rev. pp. 234-5 ; Lossing, Vol. I. pp. 583 ; Barry's Hist. Mass. Vol. III. pp. 127-8.

being apprised of the evacuation of the port, sailed into the harbor and fell into our hands. In this way, Lieut.-Col. Campbell and seven hundred men were made prisoners in June.¹

From this time until the close of the war in 1783, Boston, which had suffered so severely in the commencement of the contest, was comparatively free from military disturbances within her own limits. Through the whole war, however, she contributed her full share, and much more, to the general cause; and on every battle field north or south, some of her gallant sons have bled and died. The thirteen united colonies furnished for the regular service of the revolutionary army, besides militia, 231,779 men, an average of 17,830 each. Of these, Massachusetts furnished 67,907, or 29 per cent. of the whole; 35,968 more than any other state, and 50,077 more than, or nearly four times, her equal proportion. And she poured out her treasure for the outfit and support of her sons in the regular and militia service, and for the support of their families which they left behind, and for other public purposes, in nearly the same proportion, and with the same noble and liberal spirit as she did her physical force and her blood.

May we who enjoy the blessings of that inheritance, acquired for us by the labors and sufferings of six generations of noble ancestors, perpetuate it in all its strength, beauty, and purity to those who shall follow us!

III.

Fortifications in the war of 1812. — The war with England in 1812 was emphatically a war of the democratic administration. The federal party was opposed to it. In New England, and in Massachusetts particularly, the opposition was strong and open. The government found it difficult to fill their ranks with soldiers, and encountered a firm public opinion at every step. Caleb Strong was then the governor of Massachusetts;² a man of sterling character, and possess-

¹ Lossing's *Field-Book of the Revolution*, Vol. I. pp. 583, etc.; Gordon's *Hist. Am. War*, Vol. II. p. 268.

² He held the office of governor of Massachusetts from the year 1800 (being

ing the confidence of the people, he was a firm support on which the federal party leaned in its opposition to the anti-constitutional measures of the administration. The grand object of the dominant party was to take Canada, thinking that in this way England could be most easily and most materially affected. It was thought by the democratic leaders to be utter nonsense to attempt to meet the enemy on the ocean, and that, to secure even a chance of success, the war should be carried on by land-forces; and consequently Canada was the main object in view. The New Englanders were opposed to this measure. The Canadians were their neighbors, and peaceful ones; no ill feeling existed between the States and the provinces, intermarriages had taken place between them, and it was repugnant to their noblest feelings to fight against their unoffending neighbors, especially to carry the war into their own territory. It was contended also, that if war must be waged at all, it should be with France, as she was the first transgressor.

When requisition was made upon Gov. Strong for troops from Massachusetts, he denied the right of the president on constitutional grounds, and upon this basis of action refused his assent, and stood aloof from the contest.

The first requisition upon Gov. Strong by authority of the president was through General Dearborn, who had recently been appointed superintendent of the military district No. 1, which was composed of Massachusetts, of which Maine then formed a part, and Rhode Island. It was made on the 22d of June, 1812,¹ and was for a detachment of forty-one companies of artillery and infantry, eight of which were to be marched to Rhode Island, and the remainder stationed in different parts of Massachusetts. The governor made no reply to this requisition, believing that the exigency had not occurred which, under the constitution, justified the president in calling the militia into the active service of the United States; and, following his own

the immediate successor of Gov. Sumner) until 1807, and again from 1812 to 1816, and his administration embraced years which will ever be memorable in the history of Massachusetts and of the country.

¹ Letter Book, Vol. XI. p. 149, etc.

convictions of duty, and with the approbation of high legal authority, he did not answer the requisition.¹

Gen. Dearborn's call was renewed (26th of June), and again the governor declined calling out the militia; but, under his own authority as commander-in-chief, he issued a general order on the 3d of July, requiring the militia to be in readiness to march at the shortest notice to any place of danger. A letter was also received by the governor from the secretary of war (27th July), urging him to order out the militia in compliance with the request of Gen. Dearborn; but the governor declined.

In a message to the legislature, the governor justified his course on the ground, that he "presumed, if this state was in danger, the regular troops would not have been ordered to the north-west frontiers; and, if they were so ordered, the militia were not liable to be called into service, and stationed in the forts of the United States to do garrison duty when no danger of invasion appeared." He continued: "I have been fully disposed to comply with the requirements of the constitution of the United States, and the laws made in pursuance thereof, and sincerely regret that a request should have been made by an officer of the national government with which I could not constitutionally comply. But it appeared to me that this requisition was of that character; and I was under the same obligation to maintain the rights of the state as to support the constitution of the United States."²

Although Gov. Strong thus emphatically declined answering demands which he considered unconstitutional, he was ready

¹ Bradford's Hist. Mass. A committee appointed to take into consideration the requisition were unable to perceive that any exigency existed which would render it advisable to comply, and advised that the opinion of the supreme court be asked on the questions, whether the commanders-in-chief of the states had a right to judge of the exigency; and whether, when either of the exigencies specified in the constitution did exist, the militia could be lawfully commanded by any officer but of the militia. An answer to these questions, signed by Theophilus Parsons, Samuel Sewall, and Isaac Parker, was returned, in which the opinion was given, that the commanders-in-chief were to decide of the exigency, and that the militia could be lawfully commanded only by officers of the militia. — *Council Records*, Vol. XXVI pp. 99, 106.

² Speech of Gov. Strong, Mass. Resolves, 1812. See also his message of the 28th May, 1813, which gives a summary of war proceedings, preliminary and actual.

to adopt every measure which the safety of the state demanded, and to accede to all requests from the national government which would be justified by his constitutional obligations. This is evinced in the fact, that, on the 5th of August, at the request of Gen. Dearborn, and by order of the president, he issued general orders to direct a portion of the militia detached under the orders of the 25th of April,¹ to march to Passamaquoddy for the defence of the ports and harbors on the eastern border of the state.²

¹ Orderly Book, Nov. 1811 to Feb. 1818, pp. 56, 57.

² The General Orders of the 5th of August are quoted from the Orderly Book, Nov. 1811 to Feb. 1818, pp. 96, 97, as they serve to illustrate the course pursued by the governor:—

“Commonwealth of Massachusetts.

“General Orders.

Head-Quarters, Boston, August 5, 1812.

“By the General Order of the 3d of July last, Major-General Henry Sewall is appointed to command the Eastern Division of the Militia which was detached under the order of the 25th of April last, consisting of all the detached militia in the District of Maine.

“The Commander-in-Chief having been requested by Major-General Henry Dearborn, by order of the President of the United States, to direct a part of the militia, detached under the said order of the 25th of April, to march to Passamaquoddy for the defence of the posts and harbors on the eastern borders of the Commonwealth, and considering that that part of the State is in a peculiar manner in danger of invasion, and that disorderly persons may attempt to disturb and annoy the peaceable inhabitants in that neighborhood, and endanger their lives and property, has thought fit to order, and doth hereby order, that three full companies of Infantry of the Eastern Detached Division of Militia be designated by Major-General Sewall; and after being completely armed and equipped, ordered to march as soon as possible to Eastport, in the District of Maine, which is appointed the place of rendezvous.

“The said three companies will form a battalion under the command of a detached Major to be designated by Major-General Sewall, who will also designate an Adjutant and Quarter-Master, and order the whole to march without delay to the place of rendezvous.

“The Major commanding the battalion will see that provision is made for the subsistence of his troops, from the places from whence the companies march until their arrival to the place of rendezvous, in the manner prescribed by law, and for the transportation of their baggage. Major-General Sewall, in designating the companies to march, will, as far as may be, take them from the nearest counties and districts, and from places the least exposed to the enemy.

“The Major-Generals and the officers of the local militia from which any part of the said battalion may be drawn, will afford their aid in completing the

The course of conduct pursued by Gov. Strong was sustained by the whole voice of New England; but it brought upon the State the immediate frown of the national government. Hull, who, in the words of a living writer, was subsequently made a "scape-goat to carry off the sins of the administration," had been sent to Detroit, and Dearborn to Niagara. In seeming vengeance upon the independent course of Governor Strong, the most of the soldiers were taken away from the forts along the coast of Massachusetts, so that they were wholly in an insecure condition. This act of the national government left the harbors and extended coast undefended. Still, the New Englanders thought, that, as they were well known to be opposed to the war, it would be bad policy for the enemy to drive them into the contest, and compel them to fight against their inclination. But this supposition was ultimately falsified. The Adams frigate (Capt. Morris) ran a gauntlet through the

companies, and will see that the men are armed and equipped as the law directs. The Commander-in-Chief expects that this order will be obeyed by his fellow-citizens of the drafted militia with promptitude, and when marching to the place of their destination, as well as afterwards, that they will preserve good order, and render due obedience to the commands of their officers. He would remind them that they are not only called forth to defend the frontier against any invasion of a foreign enemy, but to prevent the depredations of any lawless banditti who may be disposed to rob and plunder, whether they belong to our own territories or those of the enemy. Although war is declared between the United States and Great Britain, it is to be carried on only by the order of the government. It is the duty of the inhabitants of the towns and villages bordering on the British line to endeavor to repel any invasion of our own territories, but they have no right to make incursions into the territories of the enemy. Lawless plunderers, either by sea or land, and as well in time of war as in peace, are pirates and robbers, and their depredations ought, as far as may be, to be prevented or punished; they only occasion distress and misery to the exposed inhabitants, and have no tendency to produce an equitable peace, which is the only justifiable object of war. The officers will be careful to inculcate upon their men the necessity of discipline, and a sacred regard to the rights of their fellow-citizens. The soldiers of a free government should view with abhorrence any attempt to assume power by the use of the sword, or to invade the rights of those whom it is their duty to protect.

"By order of the Commander-in-Chief.

WILLIAM DONNISON, Adjutant-General."

British vessels which were "laying off and on" the coast, and, being pursued up the Penobscot, went as far as Bangor, where the militia defended her as well as they were able; but, after a vigorous resistance, she was burned to the water's edge. The enemy now had the eastern ports of the State open to their men of war; and the fleet of Sir John Sherbrook of Halifax anchored in Castine Bay, from which any town upon the coast was easily accessible. The whole seaboard coast of the Penobscot was declared to be in the possession of the enemy. A general alarm spread through the community. Each seaport town felt itself in danger, and a common interest demanded that some immediate action should be taken. From the course then recently pursued by the United States government, it seemed clear that no aid could be expected from that power; and if the coast was to be defended, it must be by the State itself relying upon her own resources. The question was, Shall this be done? and the pride and patriotism of the people echoed the affirmative the whole length of the seaboard.

Boston, in which the dock-yard was situated, and where ships were then building, as the commercial and financial metropolis of New England, had the highest claim upon the State aid. Its forts were empty, and the harbor and the town were entirely exposed to the enemy. From the tops of the houses, ships of war could be seen cruising along the coast; these could be joined by the fleet under Sir John Sherbrook, then laying at Castine, or the squadron which lay at Bermuda, and not a gun was manned to prevent their entrance. There seemed to be nothing to prevent a repetition of the blockade of 1775 and 1776. Self-interest, state pride, indignation against the administration, as well as national honor, all called for prompt and vigorous action. Not that they favored the war; nor that by this state of feeling and their subsequent actions they were at all inclined to endorse the policy of the administration; but they were compelled to defend their own cities, harbors, and property from an enemy brought upon them by the national government contrary to their wishes.

The town and the vicinity were in a high state of excitement. A public meeting of the citizens of Boston was held on the 30th of August, 1814, to take into consideration the perilous condi-

tion of the town and harbor, and to take those measures of defence which every day and every hour showed to be of the utmost necessity. At this meeting, Harrison Gray Otis, James Lloyd, T. H. Perkins, and others were appointed a committee to draft resolutions and to present an address to the governor, representing the defenceless state of the town and the alarming state of public affairs. No time was lost. The committee, at a town meeting on the 3d of September, reported an address to the governor, avowing a readiness on the part of the citizens to aid by contributions, labor, and in all other ways in their power, in the defence of the state. The address and resolutions were unanimously adopted. Resolutions expressing the same sentiments were passed at town meetings in Roxbury, Salem, and other towns. The newspapers of that day speak in the highest terms of the patriotic spirit manifested by the military forces and the citizens generally, and of the universal and earnest desire to coöperate with the governor in any measures he might adopt to protect the state; their subsequent conduct nobly sustained these assertions. The zeal of the people was promptly met by the decisive action of the executive. Taking in at a glance the peculiar situation in which he was placed, he laid out his line of action, and put his plans into immediate execution. Prompt measures were taken to defend the town, and the whole line of the sea-coast of Massachusetts and Maine.¹ The governor and his officers put forth energetic plans for the defence of the capital and other seaport towns in Massachusetts.

The location of a fortification which should defend the town of Boston, and at the same time command its harbor, was a point of the highest importance, but it was one easily decided. From the days of the first settlers of the bay, Noddle's Island had been considered as peculiarly well situated to protect the town in the event of war, and to drive shipping from the upper harbor. Indeed, with a well-manned fortification on Noddle's Island, it would be utterly impossible for ships to remain long enough in front of the town to set it on fire, or do any serious damage. By general consent the high ground on the Island, called Camp hill, was selected as the most suitable spot for the

¹ See Appendix F.

fort, having a covered way to the battery upon the water. A modestly expressed opinion of Commodore Bainbridge shows that he held the same views. In a letter to Adjutant-General Brooks, dated on the 5th of September, after making inquiries respecting the measures adopted by the state government for defence, he says: "Without the least disposition to dictate, I would respectfully suggest the immediate embodying of a respectable body of militia, batteries on Dorchester Heights and Noddle's Island."¹

As early as the 16th of June, the governor and council had appointed the Hon. David Cobb, John Brooks, and Timothy Pickering commissioners for the defence of the sea-coast. This board was, some time afterward, increased and organized as follows: Hon. David Cobb, chairman; Hon. John Brooks, Hon. Timothy Pickering, Hon. Israel Thorndike, Hon. Thomas H. Perkins; Major Joseph H. Pierce was elected secretary.²

While these preparations were being made for the defence of Boston by erecting a fort upon Noddle's Island, and for the security of the whole sea-coast of Massachusetts, the accounts which the adjutant-general received from the district of Maine (the whole of which was in a state of alarm from the proximity of the position in which the powerful fleet of the enemy, with troops on board, lay at Castine) were so confused and contradictory that he could not deduce from them the true state of affairs, and could not advise the governor what means should be adopted, or what number of troops should be stationed in the exposed places. He therefore proposed that an executive agent should be sent to that district, who should report the true condition of things. To this office the commander-in-chief appointed Lieutenant-Colonel William H. Sumner, his first aide-de-camp, as from his military relation to him, and from their frequent conversations, he believed him to be better acquainted than any one else with his own views. In addition to this, the commissioners for sea-coast defence united in him, so far as it regarded the district of Maine, all the authority given to them

¹ Twentieth Congress, 2d Session, House Doc. 3, p. 88.

² This organization was announced in the Centinel on the 21st of September, 1814.

by the legislature. He was accordingly invested by them with the powers of quartermaster-general and commissary-general. He was also authorized by the treasurer to borrow money from the banks on the credit of the State, and, if the means thus obtained should be insufficient, he was empowered to draw upon the treasury. His instructions from the governor were to repair forthwith to the district of Maine, and to provide every practicable means for the defence of that part of the State.

In a protracted interview with the executive agent in the evening previous to his departure, Gov. Strong communicated to him his views and wishes on the subjects to which his attention was directed, and explained the principles upon which his own course had been based, and by which his future conduct was to be guided. It is unnecessary to encumber the narrative with the details of the conversation between Governor Strong and his aid-de-camp, or with the proceedings of the executive agent in the different places in Maine where his services were demanded. Of the latter, it is proper to say that they met with the unqualified approval of the commander-in-chief and the other authorities of the government. His good conduct in the trying circumstances in which he was placed may have led to his appointment to the post of adjutant-general soon after the accession of Governor Brooks to the chair of state. Yet, as the defence of Noddle's Island and other important places in old Massachusetts was based upon the same principles as were contained in the instructions given to the executive agent in the district of Maine, it is important, for a right understanding of the conduct of Governor Strong during the war, that they should be somewhere narrated. The proceedings of the executive agent, together with the conversation between the governor and his aid-de-camp, are therefore summarily recited in a separate article, which is inserted in Appendix F, and in which the reader will find facts, statements, and opinions that go far toward explaining the motives and conduct of Governor Strong during the war, which have often been misconstrued.

It having been decided to locate a fort, for the defence of Boston, upon Noddle's Island, the next step was to select a suitable engineer. At that time there were but few persons

whose education was of such a character as to qualify them for the duties of civil engineering; and, in truth, mechanical genius was made to supply the deficiencies of an appropriate training. Loammi Baldwin was appointed, a graduate from Harvard College. While in college he had distinguished himself among his fellow-students by his fertile ingenuity; among other things, he made with his knife a wooden clock, which was the wonder of the collegians.

Entering immediately upon his duties, he issued his first official notice on the 10th of September. It was in these words:—

“September 10 (1814).

“All persons who intend offering their personal services as volunteers on the works under the direction of the subscriber, are desired to select persons as captains or committees to meet him at the Exchange Coffee House,¹ No. 84, this evening and Monday evening at 7 o'clock, who may make arrangements with him in their behalf.

“As a sufficient number of tools cannot possibly be provided from the quartermaster-general's department on so short a notice, the subscriber requests those who can conveniently procure them for themselves, to carry shovels, etc.

“All persons disposed to contract for the delivery of stones for a well and ferry ways, a few thousand bricks, timber, planks, and boards, are requested to make immediate application to

“LOAMMI BALDWIN.”

There was a notice similar to this, dated on the 17th of September, which stated that companies with tools were wanted to work on the fort.

An editorial in the Centinel of the same date as Mr. Baldwin's first notice (10th), says that “notice has been given that the executive military committee have appointed Loammi

¹ The most imposing building of its time, having cost about \$500,000. It was burnt the 3d of November, 1818, and rebuilt not long after. It was taken down in 1854, and an immense freestone structure erected upon the spot, which was finished in 1855, and called the *City Exchange*.

Baldwin, Esq., superintending engineer for the construction of fortifications to be raised on *Noddle's Island* in this harbor; and that they will accept the voluntary services of the citizens in their construction." The editor then proceeds to give some instructions, by which the citizens might be guided. Volunteers were to arrange themselves in companies, and to appoint their own captains, and to make returns of their numbers to the superintendent; boats would be provided to transport the workmen to the Island; persons willing to furnish wheelbarrows, spades, shovels, pickaxes, iron bars, and other utensils, were requested to offer them immediately; and pecuniary aid would be accepted from those who were indisposed to labor.

In consequence of these notices, and actuated by the noblest feelings of patriotism, the inhabitants sent in their offers of services to the superintendent, who entered them on his books. The enthusiasm for labor was very great; and the request was so promptly responded to by hundreds of laborers, that there was not at first sufficient work for them to do, and the engineer was obliged to state that further time was required to fix the sites of the works, and mark out the lines, before voluntary laborers in great numbers could be advantageously employed. This fact shows most conclusively the spirit of the people, and the earnestness with which they rallied for the defence of their country. The same forgetfulness of self-interest which was manifested in 1776 was as clearly shown now. Citizens of all classes and all denominations vied with each other in their patriotic offerings and labors, and the public journals from day to day speak of the promptness with which the community answered to the call for labor. So great was the press of volunteers, that a systematic arrangement was adopted, by which the laborers were classified, and particular days assigned for particular classes. This plan succeeded admirably; confusion was thus avoided, and the work advanced rapidly. It is apparent, from a clause in the *Centinel*, that the labor on the Island was commenced on the tenth of September. The paper of that date says: "We understand that one hundred and fifty of the Mechanic's Charitable Association, and others who have united with them, will begin to work on the fort on Noddle's Island this morning (Sept. 10th, 1814), to embark at the ferry

way at six o'clock. We learn that five hundred will be wanted on Monday, and an equal number every day until the works are completed. All volunteers are expected to find their own rations." To illustrate the system adopted, it may be stated, that from time to time the papers announced the days on which particular detachments were to work; for instance: "Twenty-five mechanics from each ward in this town will labor on the fortifications on Noddle's Island. This day (Sept. 14) to embark from the ferry ways at half past six o'clock."¹ "Dealers in dry goods to work on the fortifications on the succeeding Friday" (Sept. 16).² In this same paper is also a notice for meetings in the different wards to choose committees to collect contributions to defray the expenses for the defence of the town and the country. The Centinel of the 17th notifies "dealers in dry goods and in hardware to meet the next Thursday (20th) to do a day's work on Fort Strong." The fortification was already called Fort Strong, in compliment to the governor, although it was not officially so named till about the time of its completion. This paper also says: "Since our last, detachments of the mechanics and manufacturers, the victuallers, the Boston Light Infantry, the students of the university, the sons of Erin, and other patriotic volunteers, have labored with effect on the construction of the fort on Noddle's Island." The West India goods dealers were notified to meet and work on Wednesday afternoon, the 21st. On the 24th, the stone and bricklayers who had volunteered were notified to meet and perfect arrangements. Indeed, there is scarcely a newspaper of that time which has not numerous notices to all classes and conditions of people, either calling meetings for the purpose of making arrangements, or specifying the days on which particular divisions should work.

The lines were marked out, and the plans so far perfected, that, on the 21st, a "notice to the patriotic" was published, stating that the "superintendent of fortifications can find as much employment as any number of men can perform." Hundreds of men now flocked to the Island, and worked with a zeal worthy of their cause. The instance can scarcely be found

¹ Centinel of Sept. 14th.

² Ibid.

where the population so universally engaged in the labor of a common defence, or where all classes and conditions of society united so cordially in a public undertaking. Not only did Bostonians volunteer their services, but the adjoining towns sent in large delegations to the assistance of the city. On Sunday the 18th, six hundred men, principally from Medford, Malden, West Cambridge, and other towns, worked on the fort; while "many from Boston volunteer every day." On the following Monday (19th), two hundred men from the navy-yard contributed their labors; Tuesday, the members of the Ancient and Honorable Artillery not on duty, the Winslow Blues, dry goods dealers, and others worked; and, a few days, later we find the board of health, the printers, booksellers, and binders, the Spartan band, and detachments from the wards, laboring at the fort. It is difficult to conceive of greater promptness, activity, and determination, than was manifested at this time; the impending danger admitted of no delay, and the value of time in a great emergency was fully appreciated.

In a letter or report made by Major Joseph H. Pierce, the secretary of the commissioners for sea-coast defence, dated on the 18th of September, he says:—

"Col. Thorndike and Col. Perkins, accompanied by Major-General Dearborn and suit, visited Fort Warren, Fort Independence, and Noddle's Island. . . . On the new fort now erecting on Noddle's Island, about six hundred workmen were actually under employ, and the works are progressing with a spirit suited to the exigency of the moment. The engineer, Loammi Baldwin, Esq., and the gentlemen who assist him, appear to take great interest in the success of their object, the evidence of which is very perceptible in the rapidity and perfection with which the plans have hitherto been executed. A highly commendable zeal and spirit of patriotism pervade all classes of our fellow-citizens, in their volunteering their services to work on this, and the different fortifications about to be erected in the vicinity of Boston."¹

On the 21st of September, Mr. Baldwin addressed a letter to the adjutant-general, saying that the works on Noddle's Island

¹ 20th Congress, 2d Session, House Doc. 3, p. 151.

had been so far prosecuted that a guard stationed there would be of the first importance; and that many inconveniences as to tools would be avoided by such a measure, as some were already lost. He therefore requested that a guard might be placed at the fort, as soon as the arrangements could be made. This request was complied with; and on the same day, Adjutant-General Brooks sent an order to Major-General Crane to detach a company of light-infantry to guard the fort. Brigadier-General Welles the same day caused a company of light-infantry to be detached from his brigade, to perform guard duty on the Island for one week, unless sooner discharged.¹ By the same general order from the adjutant-general, the quartermaster-general was directed to furnish the company with "tools, cooking utensils, fuel, straw, &c.," and the commanding officer to consult the engineer respecting the places for posting sentries, and "securing the entrenching tools." The fortifications were now well advanced, and a regular guard was stationed there, both to observe the movements of the enemy and to protect the works and the great amount of implements necessarily used in their construction. The labor was prosecuted unremittingly. On the 24th of September it was announced that the fortifications rapidly approached completion. The Gazette of the 3d of October says: "Fort Strong progresses rapidly. On Saturday, the citizens of Concord and Lincoln, to the number of two hundred, performed labor on it; the punctuality of the patriotic husbandmen deserved the highest praise of their fellow-citizens of the metropolis. The volunteers from Wards 1, 3, and 4, together with others, amounted yesterday (Oct. 2d) to 500. A few more days' works, by the same number of men, will complete this important fortification." Different companies were stationed as a guard on the Island, at different times. Among the militia who performed duty there were the "Boston Fusileers," the "Rangers," and the "Boston Light-Infantry." In the Centinel of the 24th, the absent members of the Fusileers are ordered to report themselves to the commanding officer at Fort Strong on that day. The Rangers were ordered to meet at the fort to do guard duty on the 28th; and on the 12th

¹ Letter Book, p. 193; Order Book, p. 198.

of October the Boston Light-Infantry received a similar notice. It is apparent from these facts, that a regular military guard was first stationed on the Island at Fort Strong on the 21st of September, just eleven days after the works were commenced, and that it was regularly kept up from that time. But volunteer service was still needed, and Mr. Baldwin issued a notice in the Centinel of the 1st of October calling for laborers; and in this paper it was stated that "Major Nehemiah Freeman, and Geo. Sullivan, Esq., have the superintendence of the Fort at Noddle's Island." Volunteers from different wards were called for, and the same earnestness appears as at the outset. In addition to the volunteer service, the soldiers were ordered to the works. Adjutant-General Brooks, on the 4th of October, under the governor's authority, gave orders to Brigadier-General Welles, for each regiment of his (Welles's) brigade to devote one of the two days required for their discipline to the prosecution of the works on the Island, or on the other fortifications for the protection of Boston.¹ On the 18th of October, the order of the 21st of the preceding month was so modified as to reduce the guard to one subaltern, two sergeants, two corporals, and twenty privates, to be relieved weekly.²

A notice from the selectmen of the town, dated on the 13th of October, says: "The selectmen of Boston take this public opportunity of expressing their grateful acknowledgments to all those persons who have given their voluntary assistance in labor on the several works now erecting for the defence of the town and harbor. The positions for these works have been selected, and the plans of them adopted, by the ablest engineers. By the spirited exertions of the people, the fortifications are in a state of great forwardness, and a continuance of the same patriotic efforts would complete them in a short time. The numerous and hardy yeomanry from the country are desired to continue their services at South Boston, and on the Dorchester shore; and the inhabitants of Boston are again invited to take one more tour of duty to put the finishing hand to Fort Strong. It was expected that this fortress would have been completed in the past week, but the great extent of the fort and batteries

¹ Letter Book, p. 205.

² Order Book, p. 207.

rendered it impossible." A day's work more was requested from each of the wards, and the request was promptly responded to, as is seen by the newspapers.

An extra session of the legislature was convened on the 5th of October, to take into consideration the condition of the State, and provide for its defence. Governor Strong, in a short and comprehensive message, gave a brief *resumé* of his actions, and concluded with a clause which it is well to copy. He said:—

"The situation of this State is peculiarly dangerous and perplexing. We have been led by the terms of the constitution to rely on the government of the Union to provide for our defence. We have resigned to that government the resources of the State with the expectation that this object would not be neglected. But the government has declared war against the most powerful maritime nation, whose fleets can approach every section of our extended sea-coast, and we are disappointed in our expectations of national defence. But though we may be convinced that the war, in its commencement, was unnecessary and unjust, and has been prosecuted without any useful or practicable object against the inhabitants of Canada, while our sea-coast has been left almost defenceless; and though in a war thus commenced we may have declined to afford our voluntary aid to offensive measures, yet, I presume there will be no doubts of our rights to defend our dwellings and possessions against any hostile attack, by which their destruction is menaced. Let us, then, relying on the support and direction of Providence, unite in such measures for our safety, as the times demand, and the principles of justice and the law of self-preservation will justify. To your wisdom and patriotism the interests of the State are confided, and the more valuable those interests are, the more solicitous you will be to guard and preserve them."

These were the mildest terms in which the defenceless condition of the state could be described. The national administration was utterly opposed to a navy, and the soldiers had been taken from the forts on the coast, so that it was wholly defenceless. But contrary to the expectation of the government, and contrary to its hopes and intentions, the navy, small as it was,

fought itself into favor, achieved the most brilliant victories, and fully vindicated the success of our arms upon the waters, while the fact was notoriously apparent, that nearly every one of the land expeditions, which were the pets of the administration, was a signal failure. The government had turned its whole attention to land-service, and totally neglected the naval force; the land-service failed of success, and the ships gained the nation a brilliant series of victories and an honorable peace. The spirit of the democratic party towards a naval establishment is well shown in a toast given a short time before the war. "An American Navy: Its canvass in the *fields*, its cannon in the *ore beds*, its timber on the *hills*; *there let them remain*;" — while the spirit of the opposition is manifest in a toast, to the following effect: "The American Navy; '*A light shining in a dark place*.'"

The war was unpopular, and, in New England especially, was considered as unjust; but it was no time now for discussion. As was well said in one of the newspapers: "If we are defended, the State government and individual exertion must defend us, as the United States, who ought to do it, have abandoned us to our fate. It is not a question now, whether the war was, or was not, conceived in weakness or wickedness; nor whether it has, or has not, been conducted in the most useless or ruinous manner; we must settle such questions as these hereafter. The question is whether we will, or will not, defend our homes against those who come to possess or destroy them, at the point of the bayonet. . . . In this hour of gloom and peril, every man must consult his own heart, and his means of being useful. It is, and ever will be, gratefully remembered, how many of our worthy fellow-citizens have promptly left their business and their homes, and have come a long distance to dwell in camps, and risk their lives for the protection of the metropolis; that the spirit of defence against invasion has embodied all classes of our vicinity, even those who could not be legally called upon to take arms. It must be taken into view also, that the preparations which voluntarily flow from this spirit, will, in all human probability, save us from the calamities and awful scenes which this town and its vicinity might

have exhibited, if we had been as careless of our honor and safety as the United States have been.”¹

Such sentiments as these gave an earnestness to the work of defence, and elicit our admiration of the determined zeal with which the people labored for the desired end.

An actor in these scenes,² in a note to the writer, says : —

“ When the war of 1812 took place, the general government left Boston defenceless, and the State government was obliged to take charge of the defences of the harbor, and the high land at Noddle’s Island was selected as one point to be fortified. Loammi Baldwin laid down the lines, and gave the topographical plans of the fort. It was of earthwork, and sodded. There was a water battery, with a covered way from it to the main fort. This work was done principally, if not wholly, by the voluntary labor of our citizens ; detachments of the military, of merchants, mechanics, sailors, etc., and sometimes whole parishes headed by their pastors. I remember the venerable Rev. Dr. Lothrop, with the deacons and elders of his church, each shouldering his shovel, and doing yeoman’s service in digging, shovelling, and carrying sods in handbarrows.³

“ The fort was finished, a few guns were mounted, drafts from the militia were made in turn to man it, and a right merry time we had of it there doing guard duty. The enemy’s ships were in sight, standing into the bay, sending out their barges, and sometimes landing on the islands. I remember one night there was an alarm that the enemy’s boats were approaching Chelsea point, and we were drawn down to the shore on the back part of the Island, well supplied with ball-cartridges. But they did not land, and we returned again to our quarters. It was supposed that they intended to destroy the navy-yard ; but had they attempted it, their warm reception would have been very different from their reception at Washington.”

¹ Boston Gazette, Sept. 26, 1814 ; also see the same paper of Oct. 10th, for a valuable report to the legislature of Massachusetts on the governor’s message.

² George Darracott, Esq.

³ This fact is particularly mentioned in his funeral sermon by the Rev. Dr. Parkman, his successor.

In addition to the defences thus described in the above letter, the New England Guards were stationed at the navy-yard to guard the passage over Chelsea bridge, and to protect the ship of war then building at the yard under the direction of Commodore Bainbridge.

The fortress had been called "Fort Strong" from the commencement, in compliment to the steadfast governor, yet it had not been publicly named. On the 26th of October, on the eve of its completion, the ceremony took place. The Centinel of that date says: "The ceremony of naming this excellent fortress will positively take place this day at 11 o'clock. The Executive Council will be received on the Island by the Winslow Blues, and escorted into the Fort, where a salute will be fired by the New England Guards, and be repeated by Major Harris's battalion of Artillery."

The ceremonies took place under the direction of Loammi Baldwin, the chief engineer, assisted by Colonel Geo. Sullivan and Major Freeman. His honor Lieutenant-Governor Phillips, the executive council, the general and brigade staff of the Massachusetts Guards, the general and field-officers of the Boston militia, and others, embarked from Long wharf, and were received with plaudits at the gate of the fort. The Winslow Blues performed the garrison duties, and were drawn up in front of the governor's marquee, pitched in the centre of the fort. The lieutenant-governor advanced from the marquee, and made the following short address:—

"Impressed with the strongest sensations of respect and esteem for the venerable Commander-in-Chief of the State of Massachusetts, I with pleasure comply with the request of my fellow-citizens, in raising this Flag, and in publicly proclaiming that this Fort will ever hereafter bear the name of FORT STRONG."

The flag was then hoisted amid the cheers of the spectators, and honored by a salute from the artillery of the National Guards; which was echoed by two companies of artillery, posted at North Battery and India wharves. A collation was then partaken of, which was provided by Mr. Williams, the tenant of the Island. The ceremony was highly pleasing, the day uncommonly fine, and the spectators were numerous. Joy

filled all hearts at the completion of the strong defence, and the people retired to their homes well satisfied with their labors and with the good results accomplished.

On the 29th of October, the selectmen announced that "the important post of Fort Strong was completed." This fact was the occasion of great joy to the inhabitants, who for seven weeks had made every exertion and strained every nerve to protect their town, and now that the work was done, now that a large and strong fortress was completed, which was considered as amply sufficient to accomplish the end desired, they enjoyed a feeling of pleasant security and a comparative freedom from anxiety. The fort being done, but few men would be needed on the island so long as the enemy left them unmolested. Consequently, in the early part of the next month, and on the approach of winter (8th Nov.), the guard was reduced to one sergeant, two corporals, and ten privates, and so continued with immaterial change until the 28th of February, 1815; thus making the whole time the fort had a guard a little more than five months, or from the 21st of September, 1814, to the 28th of February, 1815.¹

At the session of the legislature in January, 1815, Governor Strong presented a message which ably vindicated the state policy, and a brief statement of the antecedents of the war may with propriety be extracted. He says: "Before war was declared, when we saw the tendency of the national measures, we expressed our most ardent desire that hostilities might be avoided. We could hardly conceive it possible, that, under the pretence of guarding our commerce, we should adopt a course by which it must be annihilated; or that, to protect our seamen, we should engage in a war that would lead to their destruction. We knew, that, whenever the war between France and England should terminate, the evils we complained of

¹ Order Book, Adj.-Gen.; Order Book, and 20th Cong. 2nd Ses. House Dec. 3, p. 95; General Orders of Nov. 30th, for furnishing a guard from 3d brigade, 1st division, consisting of one sergeant, two corporals, and twelve privates, for Fort Strong, for two months, to be either volunteers or detailed for the service. General Orders, Jan. 30th, 1815, continue the guard at Fort Strong for thirty days, unless sooner discharged.

would cease; and that our commerce, if unobstructed by internal restraints, would be more profitable during the war with Europe, than after peace should be established. If in the arduous conflict between Great Britain and France and their respective allies, the combatants did not always suspend their blows when we happened to go within reach of them, yet we could see no reason for our interference in the quarrel. But the government became impatient, and though there was apparently some embarrassment in deciding which of the belligerents should be attacked, and whether it would not be expedient to attack both at once, it was soon determined to select that people for our enemies with whom we were most nearly connected, whose commerce was most important to us, and who were able to do us the most mischief."

This is not the place to discuss the merits or demerits of the policy which led to the war of 1812, and only so much has been said as seemed necessary to a tolerably clear understanding of the circumstances attending the construction of Fort Strong.¹ The principles which guided the governor and influenced the people of the State are better shown in the extracts which have been given, than could otherwise be said in many pages.

To those interested in the general subject, reference is made to the journals of that time, which are accessible in many of our libraries.

The treaty of peace between England and the United States was ratified on the 17th of February, 1815; and on the 20th, the general orders directed that salutes be fired in Boston on the 22d, the anniversary of Washington's birthday, to celebrate the "joyful event of peace."² The same day was selected for

¹ In this connection, the author does not deem it out of place to remark, that he has in his possession a large amount of original and hitherto unpublished material relating to the administration of Governor Strong and the national government during the war of 1812, and many manuscript volumes of original letters, and matters of personal knowledge which his official relations to Governor Strong and his own proceedings in the province of Maine enabled him to collect, and which these circumstances have made accessible to no one else. Should a favorable opportunity present itself, and the writer's health be spared, he may place these documents before the public, feeling assured that by them much light would be thrown upon Gov. Strong's administration, and his course of action vindicated from the aspersions which have been thrown upon it.

² Order Book, p. 212.

a general celebration. The legislature was in session, and it chose a committee, of which Josiah Quincy was chairman, to make arrangements for a "*religious celebration*." The newspapers of the 20th contained numerous notices respecting the arrangements for the forthcoming celebration, signed by the committee of the legislature, the selectmen, and the officers of military companies. The 22d was ushered in by the ringing of bells and the firing of cannon. At 10 o'clock, the legislative, executive, and judicial departments formed a procession under the escort of the Independent Company of Cadets, and proceeded to the Stone Chapel, where the religious ceremonies of the day were performed by the chaplains of the legislature, and a *Te Deum Laudamus* was sung. On the return to the State house, and under a salute from the forts and the common, a grand civic and military procession was arranged, and marched through the principal streets of the town, under the direction of Col. Daniel Messenger and Major B. P. Tilden and their aids. In the evening, all the public, and very many of the private, buildings were illuminated, fireworks were displayed, and every demonstration of joy was made which happy hearts could dictate.

A treaty of peace is a cause for rejoicing; and the New Englanders were especially thankful, as it relieved them from a contest which had been forced upon them by the measures of the national administration. They had kept aloof from the war until compelled to provide means for their own defence against an enemy unnecessarily brought upon them by their own government. Then, in an incredibly short space of time, they erected large and numerous defences, and awaited the result with firmness. Peace was now announced, and the people with joy left the sword and musket for the plough and the workshop; and instead of

". the clash of steel,
The volley's roll, the rocket's blasting spire,"

they thought of

"Nothing but peace, and gentle visitation,"

and each man sang,

"The merry songs of peace to all his neighbors."

The expense of constructing Fort Strong was not very great, for the labor was mostly gratuitous. But there were some pecuniary disbursements which were with propriety charged to the national government. Mr. Baldwin's account of payments to the mechanics and laborers, between the 23d of September and the 14th of November, 1814, amounted to over \$7,000. Thomas Williams, the tenant of the Island, estimated the damage done to his corn, potatoes, and other crops, at \$175; and he also presented a bill of \$250 "for stoning and furnishing the well at Fort Strong, laying a platform thereon, and levelling the dirt around the well." The proprietors of the Island presented a bill of \$1,020 for damage done by the erection of the fort and the water batteries. This damage was estimated by Artemas Ward, Aaron Dexter, and Josiah Quincy, who charged sixty dollars for their "time and trouble in estimating the damages done the proprietors of Noddle's Island by the agents of the Commonwealth, by digging up their soil, and erecting Fort Strong." We know of no state, during that war, which kept so minute and exact an account of its expenditures as Massachusetts; and, did space permit, most particular details could be given of each man's labor, the implements used, and the various articles furnished.

Were it not foreign to our direct narrative, much might be said here relative to the justice of the Massachusetts claim, in reference to which the author has a great deal of original matter, which would place the whole subject in a plain and conclusive light. These documents he hopes, at some not far distant day, to present to the public.

The war being finished, there was no further use for the fort. It was dismantled and abandoned, and around the place where then the long cannon showed a deadly front, and the sentries paced their measured grounds, now blossoming gardens and elegant private residences speak of peace and plenty. The well, dug at the time the fort was constructed, still remains, and "is under the side-walk, some seventy-five feet from the north-east corner of the square."¹

¹ See article on Water, in Chap. XVI.

With the history of this fort, the military account of the Island closes ; and it is to be hoped that the chapter will never be reopened. Peace crowns the Island with a glorious renown. It has its victories ; and nowhere are they more nobly won than upon the spot where Fort Strong was a tower of defence to the city across the channel.¹

¹ A few years later, an incident occurred, which, if not of a military character, is an event which requires to be noticed. The fewest words will best explain it. Francis B. White, a lieutenant of the Marine Corps, U. S. N., sent the following note to Lieutenant William Finch, of the Navy, then upon this station, under Commodore Bainbridge.

“Charlestown, 17th Sept. 1819.

“SIR,—An opportunity has never before occurred for demanding of you satisfaction for the many indignities you were pleased to offer me when on board the Independence, in 1815. I cannot doubt that you will be prompt in rendering atonement for those indignities, which one gentleman can never expect to offer to another with impunity, and I send to you my friend, Mr. Godfrey, for the purpose of making such arrangements as are necessary to this end.

Respectfully yours, &c.

“To Lieut Wm. Finch.

F. B. WHITE.”

The challenge was accepted ; and on the following Saturday, the 25th, about eight o'clock in the morning, Lieutenant Finch and Lieutenant White marked out the ground near the two elm trees then standing on the Island, now between Meridian and Border streets, third section. White fell, and died upon the spot. His body was taken to the navy-yard, from which it was buried under arms the next day. He was the only son of Major Moses White, of Rutland.

CHAPTER XIV.

THE PLANS FOR IMPROVEMENT WHICH RESULTED IN THE FORMATION OF THE EAST BOSTON COMPANY.

THE project of connecting Noddle's Island with the city proper, and of making it a valuable addition to the metropolis of New England, was early entertained by the writer, and to the accomplishment of this desirable end he directed his thoughts and endeavors for a long course of years. After the death of his father, and immediately upon reaching his majority, namely, on the 6th of July, 1801, he was appointed attorney for his mother, and took the charge of her property, a part of which consisted in a share of Noddle's Island; from that early time he was ever devising plans to improve the estate. From his boyhood he had been conversant with its locality, and in after years he perceived the natural advantages which it possessed from its proximity to Boston, from the deep water upon its shore, deeper than in any other part of the upper harbor, and consequently the superior wharfage, and from its varied surface, and salubrious climate, and unequalled prospect, which would render it desirable for residences. This idea of improvement he cherished and kept uppermost in his thoughts, and labored for its realization until, after long-continued and varied exertions, he saw all accomplished that had been planned, and all his early hopes fulfilled.

In presenting to the public a history of these transactions, the writer is aware that he may subject himself to the charge of egotism, and yet he hopes to escape this remark, inasmuch as the necessity of a correct historical detail of the events to be recorded requires a frequent allusion to his own actions in them; and, in order to avoid stiffness in the recital, he hopes

the circumstances will afford sufficient apology for speaking of himself as he would of a stranger.

Various projects were devised for bringing the Island into public notice, and for connecting it with the city; but the earliest plan which took a definite form, and seemed at the time feasible, was when a turnpike from Salem to Boston was under contemplation. This enterprise was started in 1795 or 1796, and it was some years before the act of the legislature was obtained. In June, 1801, General Sumner, who at that time had not reached his majority, addressed a letter to Moses Brown, Esq., of Beverly, chairman of the committee for the petitioners for the Salem turnpike, and in it he represented the advantages to be gained by locating the road over Noddle's Island. As this letter shows the early and earnest interest which the writer took in the prosperity of the Island, and the full knowledge he even then had of the circumstances connected with its situation and its relation to other towns, it may with propriety be here introduced:—

“Boston, June 5, 1801.

“SIR,—Having heard you observe that it was the object of the subscribers for building a turnpike-road from Boston to Salem, to pursue the most practicable route, in order to prevent any shortening hereafter from being made; I beg leave to suggest to you, Sir, in my opinion, that the circular route from Chelsea thro' Charlestown to Boston is *about $\frac{3}{4}$ of a mile farther* than a direct course over Noddle's Island to Boston. The actual saving of distance, however, can only be obtained by admeasurement. The course suggested will be almost in a direct line, and from my knowledge of the land, I think that, on this route, it will not only be practicable to build a road, but I think the land is highly favorable. On the back part of the Island is a muddy creek, and the distance from the Island to Boston is not so great by one third, I presume, as it is from Chelsea to Moreton Point in Charlestown. The channel is within four rods of the Island, and is one fathom deeper than where the Charlestown Bridge stands, so that a heavy abutment may be made on the edge of the channel; there is a sufficiency of stones on the Island for this purpose. On the Boston side there is a long bar of gravel which is formed by the current of

Charles river. The channel is narrow, and I have circuitously heard that Mr. Coxe is of opinion that there is no doubt of the stability of a bridge properly erected in this place.

“There is no doubt but that the necessities of the town of Boston will some time require a connection with Noddle’s Island with the town of which it is a part. This connection was some time since contemplated for the sake of speculation. Whatever the necessities of the town now are, I believe it is a desirable object with the selectmen, and with many influential characters in the town, to have this connection now take place. Should the turnpike proprietors prefer this route over the Island, they will unquestionably have the *weight of Boston in their scale, and will save in distance at least $\frac{3}{4}$ of a mile and the toll of Charlestown Bridge.*

“The objections to this plan are easily foreseen; of their weight in comparison with the advantage gained, the Committee who have attended to the subject are the best judges. Although the Charlestown Bridge will retain the travel to Andover, Haverhill, the back parts of Vermont and New Hampshire, to New Concord and Portsmouth by the upper road, they will use all their influence to oppose it. The representation from Charlestown will oppose it, on the ground that it will diminish the travel through the town. But why shall Salem, Marblehead, Beverly, Newburyport, Ipswich, and the District of Maine be obliged to take a turn through Charlestown streets to please Charlestown people? The navigation of the town will in some degree be obstructed, no doubt; but I think the gentlemen of the Committee cannot but have observed the decrease of Charlestown navigation since the erection of the West Boston Bridge; it is seldom that an outward bound vessel enters at Charlestown, and seldom do they go there with more than half freight. All their wood and lumber they receive at their wharves. But we shall throw no greater obstruction in the way of Charlestown navigation than they did to the navigation of Cambridge and Watertown, and they cannot now come forward and inconsistently endeavor to diminish the weight of it; ‘*we will build a very convenient draw.*’ Land is likewise purchased for a navy-yard at Charlestown. Under the late administration, the establishment of a navy-yard would

have been consequential. This, I conceive, will have no great weight under the present. But should any change of system take place, and the deadly hatred to a Naval Establishment be removed, the Committee by inquiry will be informed, that it was the resolution of the British Government previous to the Revolution, after an accurate survey of the Harbor by the King's Surveyor, to establish it at Noddle's Island. That the water is better there than at any other place in the harbor, and that the conveniences and cheapness with which it may be built there, in comparison with the place at Charlestown, will be more consistent with the Administration system of economy.

"An idea which will not be publicly acknowledged, will be of great private importance to the advocates of this route, which will not operate in the case of the Petitioners for a bridge to Moreton's Point in Charlestown. They will be sure of the hearty coöperation of all those who are opposed to a Naval Establishment, and the gentlemen of the Committee are best acquainted with their power in the house. They will conceive the erection of a bridge to Noddle's Island will be sufficient to justify their friends in the Federal administration already predisposed to this object if they delay the establishment of a navy-yard at present.

"The objections to the route over the Island being obviable, and the advantages resulting from it being so important, I think Sir, that the Committee will not readily relinquish this object or this favorable crisis for obtaining it, and run the risk of being cut off at some future time.

"I have the honor to be, Sir,

"Your most Obedt. and very humble Servt.,

"WM. H. SUMNER."

The committee to whom this letter was addressed through Mr. Brown, the chairman, consisted, so far as is now recollected, of Moses Brown, Israel Thorndike, and Samuel Davis, of Beverly, Hersey Derby, of Salem, and one other, whose name is not now recalled.

This letter was considered as placing the Island route in so favorable a light that it led to a survey for the turnpike across the Island, and the route was marked out on the plan of the

Island drawn by William Taylor, Esq., 21st of Oct., 1801, and there seemed no good reason why the project should not be carried out. This route commenced at the north battery, which was to be connected with the west end of Smith's hill by a bridge; thence it ran from Smith's hill to Chelsea creek by the easterly end of Eagle hill, making an angle there, and after crossing the creek, in a direct line to the east end of Cheever's hill in Chelsea, where it met the route which the committee had before surveyed from Salem to Charlestown.¹

All recollection of ever having written this letter had passed from the mind of the writer, until it was given him by a son of Mr. Brown, who had received it from his father, with some complimentary remarks upon it.

At that time the democratic party, which was then dominant, was averse to a naval establishment. The president openly avowed his policy of substituting gunboats for a navy, on the ground that the latter would embroil us with foreign nations, while all that was necessary was to defend our own harbors, for which gunboats were sufficient. Thus there was no need of large ships, and consequently no use for navy-yards. The army was then the favorite of the administration, while the navy was the object of especial interest to the opposition. John Adams, the father of the navy, when president, was accused by his political antagonists of having wastefully expended vast sums in building large frigates, which the state of our foreign relations did not require. Jefferson, who succeeded him, constructed gunboats, to be used for the defence of our harbors, which he considered would be the only use for a naval force.

¹ The Williams journal under date of the 2d April, 1801, after Mr. H. H. Williams had removed to Chelsea, says: "Gentlemen from Salem called here [Chelsea] this morning; they had been surveying the land from Salem in a direct line to Dr. Dexter's farm, as they have in contemplation a road that way which will make the distance to Boston much shorter. Papa accompanied them through Chelsea;" and again, 28th May: "General Waldo from Salem breakfasted here by appointment, with Mr. Taylor, to survey the distance from Salem to Boston, as they talk strongly of the bridge; they surveyed here from six o'clock till twelve, and then went to Charlestown."

This system, for a time, received the public favor. Sloops and other vessels of war were sold, and the frigates laid up in ordinary as useless lumber; hence the president was sarcastically called by his opponents, "Gunboat Jefferson." Had this system been continued there would have been no obstacle to the route over the Island which could not have been surmounted. In 1803, however, orders were issued to complete the dock-yard at Charlestown, and this was taken as evidence that the government was about to change its policy. This gradually but eventually took place. The navy fought itself into favor in the war of 1812, which was emphatically a naval war, and it has ever since been the care and pride of the country. The turnpike route over the Island was now given up, from the fact that the proposed bridge from Smith's head to the north battery would be too great an obstruction to the passage of ships of war to the navy-yard.

Thus this plan for connecting the Island with the city failed on the very eve, as it were, of accomplishment. No feasible opportunity afterward presented itself to prosecute this desirable object until the project for the Eastern Railroad was started. The writer then turned his attention to uniting, as far as possible, the different interests in the Island, with a view to important improvements upon it, and to secure the passage of the proposed railroad over it, in this manner securing the connection of the Island with the city, and immeasurably enhancing the value of the estate. The difficulties and obstacles encountered and eventually overcome in the proceedings preliminary to any actual operations upon the Island have been given in the letter to William C. Barstow, Esq., which, although written for another purpose, has been considered as containing facts which may, with propriety, be inserted as introductory to this history.

It has been stated,¹ that in the division of the family estate after the death of Mrs. Sumner, her two sixths of the Island fell by lot to Mrs. Eliza Gerard of New York, wife of James W. Gerard, Esq., and sister of General Sumner. For a long

¹ Ante, page 25.

time his mind had been directed to this part of the estate as peculiarly situated for valuable and lucrative improvement, as has been seen, and, as was natural under the circumstances, had hoped that the Island, or rather the Sumner share of it, would come into his possession.

Although his legal interest in it ceased by this division, the two sixths of the Island having passed into the possession of Mrs. Gerard, he exerted himself to do for his sister what he would have done for himself, and immediately, with no motives of self-interest, made endeavors to improve it for her benefit. As, indeed, at this time there was no prospect that the Island, or any part of it, would ever come into his possession, and whatever improvements might be made upon it would benefit others, no other desire than that of increasing the value of his sister's property could influence him in the efforts he made to bring about the desired end. This remark is made in order to anticipate or prevent any idea that might be entertained that the original plan had its origin in selfish motives. Acting successively in the capacities of guardian, attorney, and trustee of his sister, he energetically exerted himself to make the Island a source of greater income to her, with the same zeal as if it had been his own. With this object he endeavored to unite the Greenough interest in the Island (three sixths) with the Sumner interest (two sixths), to which he hoped to add the other one sixth, which had belonged to his uncle Hyslop, whose widow had married Mr. John Hayden, and by thus bringing the whole of the Island into one plan for improvement, and uniting all the interests, be the better enabled to accomplish his purposes. But now, when all things else seemed favorable, an unexpected obstacle put a quietus upon the whole plan. Mrs. Gerard was averse to any thing like speculation, which had involved the rest of her property; the Island was at this time bringing in a moderate income as a farm, and, although this income was comparatively small, she preferred it to incurring the risk of land experiments, and so great was her unwillingness to engage in the enterprise, that there seemed no probability that it would ever be accomplished. She expressed a readiness to sell one half of her interest, and retain the other half, in order to avail herself of any improvements which might subsequently be

made; but at the same time she did not wish "to take any interest in any company to be formed, or to expend any money in the prospect of speculation." This feeling and decision, it will readily be seen, was an obstacle which must be overcome before any progress could be made, at least, so far as her interest was concerned. The writer was consequently unable to prosecute his purpose, and the project was abandoned, much to his regret, as he was anticipating, even then, the results which afterward followed.

In addition to this obstacle was another. Colonel Greenough, grandson of Mrs. Deacon Greenough, one of the devisees of the Island and the father of the gentleman who was lately solicitor of the East Boston Company, had formerly encouraged the expectation, that, when he had the control of it, he would unite his interest in the enterprise; but, after his father's death, he declined any proposition to that effect, and preferred letting the Island estate remain in its then condition. From these sufficient causes it seemed probable that the cherished idea of increasing the value of Mrs. Gerard's property would fail of realization. Without a change in her opinions, General Sumner had no particular object in prosecuting the purpose; for a time it was given up, and the Island was let for a farm as formerly, at a moderate rent, averaging, by calculation, \$702.71½ annually, of which Mrs. Gerard received one third.

The course of events soon took a direction by which the writer became interested in his own right. On the 6th of August, 1830, Colonel Greenough suddenly died of apoplexy, and a few months afterward, the writer ascertained that it was the purpose of the administratrix and guardian of the children to dispose of the Greenough interest in the Island, which gave so small an income in comparison with the interest of the price for which it probably could be sold. General Sumner obtained a refusal of the Island at a certain price, and secured a written offer of the terms of sale; he then opened the subject to his friends, Hon. Stephen White, a man of influence and a capitalist, who had recently removed from Salem to Boston, and Francis J. Oliver, Esq. of Boston, a man of distinction and enterprise, president of the American Insurance Company, over which Mr. J. I. Bowditch now presides, to secure their

coöperation. The reasons for this step were, that the writer thought the projected enterprise was too large for any individual with small pecuniary means to undertake, and by associating the above-named gentlemen with himself, he would unite the interests of Boston and Salem in the proposed improvements, besides giving prominence to the project, and obtaining assistance in carrying it into effect.

In a letter to the writer dated the 12th January, 1832, Mrs. Greenough, administratrix of her husband's estate and guardian to his children, with the advice of her brother, James C. Doane, Esq., and her late husband's friend, William D. Sohier, Esq., who acted as her attorney in settling the estate, announced her willingness to sell to him her late husband's share of the Island at an hundred dollars an acre for the upland and marsh, or thirty-two thousand five hundred dollars for her half, payable one fifth part upon delivery of the deed, and the remainder secured by mortgage or otherwise, to her satisfaction, payable at some distant day at five per cent. if the necessary power could be obtained, reserving the right to avail herself of the first satisfactory offer to that effect, and to withdraw the proposal upon six days' notice. Gen. Sumner accepted the proposition, and subsequently showed the letter to Messrs. White and Oliver. These gentlemen, perceiving the excellent opportunity for extensive and lucrative operations, and that Gen. Sumner had the control of one half, and from his relationship with the other parties would be likely to secure all, or nearly all, of the rest of the Island, and that the whole enterprise in its origin and present favorable prospects was in his hands, gladly associated with him on the terms which he offered, as is set forth at length in the indenture for that purpose between them. Accordingly they acceded to his proposals for the purchase of Mrs. Greenough's undivided half, and were the first and only persons to whom the offer was made. On the 25th of January a memorandum in writing was signed by the parties, specifying the terms of sale more particularly, and on the 26th a written agreement was entered into between Messrs. Sumner, White, and Oliver, to purchase the interest which the late Colonel Greenough had in the Island, as soon as the widow and guardian could obtain leave of court for its sale. A petition to that effect was presented to

the probate court, and granted ; but to place the power of sale beyond dispute, and in order to act under the highest authority, a petition was presented to the legislature, which passed the following resolve on the 10th of February, 1832 :—

“ Resolved, That Maria F. Greenough, the guardian of said minors, or, in case of her unwillingness to act in this behalf, any person or persons as shall be appointed as aforesaid, respectively are hereby fully authorized and empowered to sell and dispose of, by public sale or private contract, and for and in the names of said minors respectively to execute, acknowledge, and deliver any and all deed or deeds proper and sufficient to grant and convey to the purchaser or purchasers thereof all the right, title, interest, and estate which David S. Greenough, John Greenough, James Greenough, Anne Greenough, and Jane D. Greenough, the minor children of said David S. Greenough, deceased, have of, in, and to one undivided moiety of a certain Island known by the name of Noddle’s Island, and situated in the harbor of Boston.

“ Provided however, That said minors’ estate in said Island shall not be sold by private contract, unless a sale can thereby be effected at a price, which, including the consideration for the estate in dower belonging to the mother of said minors, shall equal one hundred dollars for each acre which a moiety of said Island contains.

“ And provided also, That before the power hereby granted shall be exercised, the person or persons assuming to act under and by virtue of this resolve, shall, before he, she, or they grant and convey the said estate and title of said minors to a purchaser or purchasers, give a bond, with an adequate penalty, with a condition that he, she, or they shall and will faithfully lay out and keep in some public stock or funds, or in real securities at interest, all the net proceeds of such sale ; and will duly account for and pay over to said David, John, James, Anne, and Jane respectively, when and as they attain full age, his or her just share of such proceeds, with the accumulation (if any) caused by the addition of an excess of income beyond the expenditure required for the suitable education and maintenance of said minors during their respective minorities ; and shall also take, subscribe, and file in the probate office in said

county of Norfolk, the oaths which executors and administrators are required by law to take, before making a sale of the real estate of their testators or intestates under a license from the Supreme Court, or a court of probate, except as to the mode of sale."

It was further understood between the purchasers, Messrs. Sumner, White, and Oliver, that the widow's portion should be paid in cash in six months, and the notes for the children's share should be given, payable to each on their arrival at age, secured by a mortgage on the premises. W. D. Sohier, Esq., the attorney of the administratrix, furnished the following memorandum, in conformity with which the mortgage should be drawn:—

"Boston, June, 1832.

"WM. H. SUMNER, Esq.

"DEAR SIR,—I enclose you a *form* for the notes to be given, and by that a mortgage may be prepared in conformity.

"Respectfully yours, (Signed) W. D. S.

6500	— 21st Nov. 1832, to M. F. G.	}	6500
	by W. H. S., W. & F. J. O.		
2600	— 21st Feb. 1836.	W. H. S. }	D. S. G. 5200
1733 $\frac{1}{3}$	— " " "		
866 $\frac{2}{3}$	— " " "	F. J. O. }	
2600	— 21st Feb. 1838.	S. }	Jno. G. 5200
1733 $\frac{1}{3}$	— " " "	W. }	
866 $\frac{2}{3}$	— " " "	O. }	
Same as above.	21st Feb. 1840.	Do. }	Anne 5200
Same as above.	21st Feb. 1843.	Do. }	James 5200
Same as above.	21st Feb. 1852.	Do. }	Jane D. 5200 32,500

"I pray you *speed* the matter, as beside the delay already suffered, I wish to leave the city for the summer. Average time of last five notes, January, 1842."

The note to Mrs. Greenough was signed by Messrs. Sumner, White, and Oliver. For the amount due the children, the associated purchasers gave their several notes for their respective proportions of the purchase, and each of these notes was endorsed by the others.

In accordance with the provisions of this resolve of the legislature, and in compliance with the requisitions of law, Mrs. Maria F. Greenough and her children, by a deed dated on the 21st of February, 1832, conveyed to Stephen White, Francis J. Oliver, and William H. Sumner, all their right, title, and interest in Noddle's Island, being one half of it, for the consideration of \$33,150, being at the rate of \$100 an acre.¹ Of this moiety of the Island, Gen. Sumner, by agreement with White and Oliver, was to hold three sixths, equal to three twelfths of the whole Island; Stephen White, two sixths, or two twelfths of the Island; and Francis J. Oliver, one sixth, or one twelfth of the Island.

An indenture was immediately entered into by the purchasers, in which the particulars of the sale and the mutual contract were set forth in detail. The conditions and provisions of this indenture can be best given by transferring it verbatim to our pages; and it is the more important to do this, as here was the real foundation of the East Boston Company, and here the plans and purposes so long entertained by the writer began to take a definite form, and to foreshadow coming events. It is as follows:—

“This indenture tripartite, made and concluded this twenty-first day of February, in the year of our Lord one thousand eight hundred and thirty-two, by and between William H. Sumner of the first part, Stephen White of the second part, and Francis J. Oliver of the third part, and all of Boston, in the county of Suffolk, Esquires, witnesseth,

“That whereas heretofore the parties agreed to purchase the right and interest which David S. Greenough, late of Roxbury, deceased, had in Noddle's Island in Boston, and which belonged to his widow and minor children, upon the terms contained in a memorandum to that effect, dated the twenty-fifth day of January last, and signed by the said Sumner and Maria F. Greenough, widow of said David S. and guardian to the children aforesaid, and which was to be carried into effect as soon as the said widow and guardian could obtain leave for the

¹ Suffolk Deeds, lib. 362, fol. 215.

sale of the same: and whereas a license has been since obtained by her for that purpose from the general court, and a conveyance of a moiety of said Island has been made, to wit, three twelfths of said Island to said Sumner, two twelfths thereof to said White, and one twelfth to said Oliver, according to the request of said Sumner,

“Now the parties hereto covenant and agree the one with the other of them in manner following, that is to say:

“First. The aforesaid interest in said Island being one undivided half of the same, shall be estimated at three hundred and thirty-one and an half acres, including the mill-pond and creek, and shall be so held by them and their heirs and assigns respectively, and such persons as shall hereafter be admitted to become shareholders therein, according to William Taylor’s survey of said Island, on record.

“Second. That the property of said parties in said Island shall be divided into six hundred and sixty shares, which shall be apportioned as aforesaid among the parties hereto associated as aforesaid.

“Third. That if any other proprietor of the Island shall put into stock the whole or any portion of his interest therein, or if the parties themselves should purchase any such interest, or any part of any such proprietors’ interest therein, the same shall be put into stock and shall be conveyed in such apt manner as to effect the object, and the number of shares shall be increased in the exact ratio of the number of additional half acres put in, and the person putting the same into this company or association shall thereby be entitled, on making and delivering suitable conveyances, to become a member of the association and a proportionate owner of the stock: on condition, that such additional portions be subject to a fair and true proportion of the expenses which had been previously incurred by the parties hereto and their associates, in the same way and manner as if the person so joining the same company or association had been one of the original associates thereof.

“Fourth. That they will use all their endeavors and exertions to procure the location of a railroad from Boston to Salem over the Island aforesaid, and to establish a ferry connected therewith between the Island and Boston; and inas-

much as it may be found necessary or convenient, in order to carry into effect this object, to associate other persons in the purchase aforesaid, it is agreed, that whenever it shall be decided so to enlarge the number of associates, each of the present parties, and such as shall become associates with them, shall part with shares in said Island or purchase, in proportion to his interest therein.

“Fifth. That all charges and expenses incurred, and power, and votes over the affairs of the company, shall be according to the number of shares held therein by each associate.

“Sixth. That each of the parties hereto shall be responsible for his own proportion of the purchase and advances unto the other of them, but the said White and Oliver shall provide the cash payments for the said Sumner's part until one year after the said railroad shall be constructed and opened for public travel, if the same be so constructed and opened within the period of three years; and if not, in four years from the date hereof; and the said Sumner shall stand charged with the cash advanced for the proportion he now holds therein, as well as his share of that which may hereafter be purchased by said Sumner, White, and Oliver, to add to the stock of the company aforesaid: and at the period or periods aforesaid, said Sumner shall reimburse all advances and interest which may be made by the other parties hereto on his account.

“Seventh. That in consequence of the parties having given a joint mortgage of their interest in said Island for the payment of the balance of the purchase-money by instalments, they shall severally be held responsible, and will from time to time pay each the several proportions required of them, according to the terms of this agreement.

“Eighth. That the said White and Oliver, in consideration of the said Sumner's trouble, labor, and expense, in procuring the purchase of the land aforesaid, and admitting them to become his associates therein, shall and will, in the proportions aforesaid, at the times fixed as aforesaid for reimbursing their advances and interest, allow and pay to said Sumner one fifth part of the net gains or increase in the value of the property which they have purchased.

“Ninth. And for the purpose of better managing their es-

tate and interest aforesaid, it is agreed that, in the application for the railroad or by some other mode, they will endeavor to procure an act of incorporation which shall enable them to hold, transfer, and enjoy their estate as personal property; but if this cannot be effected, they will convey their estate to trustees or otherwise, so as to enable the associates to manage and dispose of shares therein as a joint-stock company, and the trustees shall thereby be holden to give to each proprietor a certificate in a form to be prescribed, stating his interest in the trust, and that he shall hold it according to the terms of this indenture, or any future articles of association, which certificate shall be recorded in a book to be kept for that purpose, and be complete evidence of such shareholder's right in the estate and property aforesaid; and each certificate or share shall be transferable by endorsement of said certificate, and by causing the same to be recorded in the company's book aforesaid, and upon such record being made, the assignee shall be entitled to vote as a member of the company, according to his interest and the terms of this indenture, or any future articles of association. And the business of the association shall be managed by a board of directors, who shall have full power to sell or dispose of any part of the company's interest in said Island, except the land necessary for the purposes of a railroad, streets, wharves, stores, ferry ways, and ferries, according to the votes of the proprietors, and shall pay over to the respective proprietors their proportion of the money received from any and every sale. And such trustees, under the direction of the proprietors or their board of directors, or other officers, as the case may be, shall cause partition to be made, and their shares to be set off from the other proprietors of the Island, and execute suitable conveyances to any purchaser or purchasers without any further act or ceremony to pass the interest in the property sold to such purchaser or purchasers in fee-simple or otherwise, as may be agreed on and determined pursuant to the votes of the proprietors, voting according to their respective interests in the premises.

"And lastly, The business and property of the parties aforesaid, touching said Island, shall be conducted and managed as is above provided, until some other mode shall be agreed upon.

"In witness whereof, the parties hereto have interchangeably set their hands and seals the day and year above written.

"Signed, sealed, and delivered	FRANCIS J. OLIVER,	[L. S.]
in presence of	W. H. SUMNER,	[L. S.]
Henry R. Daland.	STEPHEN WHITE.	[L. S.]

"Suffolk, ss. Boston, July 21st, 1832. — Then the above-named Francis J. Oliver, William H. Sumner, and Stephen White severally acknowledged the foregoing instrument to be their respective free acts and deeds.

"Before me, WM. C. AYLWIN, Justice of Peace."

In order to confirm the sale under the resolve of the 10th of February, 1832, another petition was presented to the legislature, and another resolve was passed, as follows: —

"Resolve on the petition of Maria F. Greenough, Guardian, March 25th, 1833.

"On the petition of Maria F. Greenough, as guardian of her five minor children, praying that her acts done under a resolve of the legislature, made and passed on or about the tenth day of February, in the year of our Lord one thousand eight hundred and thirty-two, may be confirmed; and for the reasons therein set forth,

"*Resolved*, That the sale and conveyance of said minors' right, title, and estate in and to one undivided moiety of a certain island in Boston harbor known by the name of Noddle's Island, made by said Maria, on or about the twenty-first day of February, in the year of our Lord one thousand eight hundred and thirty-two, by a deed of that date, recorded with the Suffolk deeds in lib. 362, fol. 215, be, and the same hereby are, confirmed.

"And said Maria is hereby empowered to make and execute, acknowledge and deliver such other and further conveyances to the grantees named in the deed aforesaid, as in the opinion of herself or counsel, shall be proper or necessary to pass and confirm to them in fee-simple, the right, title, and interest of said minors in and to the premises mentioned in the deed aforesaid, free from all conditions."¹

¹ Resolves, 1832 to 1834, p. 439.

In pursuance of this resolve, a confirmation of the deed given by Mrs. Maria F. Greenough and children to Stephen White, Francis J. Oliver, and William H. Sumner, on the 21st of February, 1832, was executed for the purpose of establishing the validity of the sale of the minors' interest, before a change of circumstances should make it difficult to show a strict compliance with the resolve of the 10th of February, 1832, given on a preceding page, and of allowing the purchasers to enjoy the premises without question in this respect; subject, however, to the mortgage made by William H. Sumner *et al.* to Mrs. Greenough and her minor children, 21st February, 1832.

This "confirmation" was dated on the 18th of April, 1833, and recorded 24th of April, lib. 367, fol. 295.

It was in this manner that Stephen White and Francis J. Oliver, Esqrs. became associated with the original projector in his purchase of Mrs. Greenough's one half of the Island, the proportions of this half which each held being, William H. Sumner three sixths, Stephen White two sixths, and Francis J. Oliver one sixth. The eighth provision in the indenture, which stipulates that White and Oliver should each pay to General Sumner one fifth of the net gains or increase in the value of the property was fulfilled and payment made, as the parties settled their accounts from time to time.

The purchase of one half of the Island was thus completed in a satisfactory manner.

These same gentlemen next commenced negotiations with the other proprietors for the rest of the Island, and soon succeeded in purchasing the one sixth owned by Mrs. Hayden, the former wife of David Hyslop. She was heir-at-law to her minor son, David Hyslop, who, as the only surviving child of David Hyslop, the former husband of Mrs. Hayden, died in the possession of one sixth of the Island estate.

By a warranty deed, dated on the 8th of September, 1832, John Hayden and his wife Jane Hayden, in her right, conveyed to William H. Sumner, Stephen White, and Francis J. Oliver, for the consideration of \$15,000, one sixth, or six thirty-sixths, of Noddle's Island; three thirty-sixths to Gen. Sumner, two thirty-sixths to White, and one thirty-sixth to Oliver.

Four sixths of the Island being now in their possession, these

three persons concluded to associate with themselves men of capital and enterprise, procure an act of incorporation, and prosecute their object as a company systematically and with increased vigor. With this end in view, a proposition was made to Edward H. Robbins, Esq., for him and his associates, T. H. Perkins and others, to become jointly interested with the proprietors, and to take the active management of the concern. But he declined this offer, thinking that, on account of his connection with the Winnisimet Company, the interests of the two companies might come in conflict. Numerous individuals were then thought of, until, some time after, the same proposal was made to Mr. Samuel S. Lewis, who had been distinguished as the projector of Commercial wharf and street, and had carried out the undertaking through almost insurmountable obstacles. Mr. Lewis at first thought the enterprise was too heavy for him to engage in; but on further consideration, and finding that he could secure the coöperation of D. D. Brodhead and Amos Binney, Jr., Esqrs., men of character and influence, he said, that if a company could be formed of forty men from the various classes of society, and who should be acceptable to the original proprietors, he would engage in the project. This was assented to, and the then owners offered to sell one half of that part of the Island already purchased, and also to sell to him or them, as the case might be, one half of what should hereafter be purchased of the Island at the same price it cost; that is, they were to be let in on equal terms after all the risks had been run in the purchase previously made. This proposition, so generous in its character, was agreed to by Mr. Lewis, who entered into the enterprise with great zeal, and interested other gentlemen in the plans, who had a well-founded confidence in him as a grand projector.

On the 3d of January, 1833, William H. Sumner, Stephen White, and Francis J. Oliver conveyed by warranty deed to Samuel S. Lewis, Daniel D. Brodhead, and Amos Binney, Jr., for the consideration of \$27,000, one undivided third part of the Island (being one half of what they then possessed), subject to a mortgage dated the 21st of February, 1832, for \$32,500.¹

¹ Suffolk Deeds, 5th January, 1833, lib. 365, fol. 99.

Meanwhile, negotiations had been going on for the purchase of Mrs. Gerard's two sixths of the Island, which had fallen to her by lot in the division of her mother's estate. It was some time before the object could be accomplished, for Mrs. Gerard was unwilling to unite in any speculation which, if it should prove to be unfortunate, might involve the rest of her property, especially as she and her husband were at too great a distance to have a personal knowledge of the operations which might be undertaken; and thus the embryo company was embarrassed in the prosecution of its plans.

But these difficulties gradually disappeared. In a letter dated January 20th, 1832, Mr. Gerard says, in reference to the Island: "If any company should be formed, you may sell one half of our interest, viz., one sixth of the Island, at a hundred and fifty dollars an acre. . . . We should like to secure to ourselves the privilege of putting our remaining half interest in the Island into the company, if, by a certain time, we should think proper to do so."

The proposed plan of operations was now fast growing into favor, and even common foresight predicted its success. On the 25th of July, 1832, a proposition was made by J. W. Gerard, Esq., to Stephen White and Francis J. Oliver, Esquires, to sell a part of Mrs. Gerard's interest in the Island, and to put the residue in with the other proprietors as common stock.

The conditions of this proposition were as follows:—

"1st. The Island to be estimated at 660 acres, including mill-pond and marsh, according to Wm. Taylor's survey for David S. Greenough, Esq., but 650 acres only of land to be paid for.

"2d. Mr. and Mrs. Gerard will not sell less than a quarter of their interest in the Island, nor more than half, the price not less than \$150 an acre for what may be sold, as the Island now is, clear to Mr. Gerard of any charges thereon for improvements or otherwise, which from this date are to be added to the price.

"3d. The residue will be put in with the other proprietors as common stock in shares of half an acre each,—each share to be entitled to a vote.

"4th. Improvements to be made,—towards which Mr. and Mrs. Gerard will agree to be assessed from time to time in the

whole, on the part unsold to the following extent, and no more, viz.: If one half of their interest is sold, \$5,000; if one quarter, \$2,500, and so in proportion between those quantities.

"5th. If one half of their interest is sold, and if assessments under an act of incorporation or otherwise to a greater extent than \$30,000, on the whole Island shall be required, then Mr. and Mrs. Gerard may either consent to pay the same, or they may elect to have set off in severalty such proportion of the lands and properties of the company, as the stock then held by, them may bear to the whole lands and properties of the company, unless the company or the other proprietors should elect to buy out their stock, in which case they obligate themselves to sell out at its fair value, to be fixed by three disinterested men under oath, one to be chosen by each, and those two to name a third, provided such valuation is not less than at the rate of \$150 an acre with interest, together with such sums as may have been assessed and paid thereon with interest, placing Mr. and Mrs. Gerard in as good a situation at least as if they now sold all their interest out at \$150 an acre.

"6th. Whether this sale is made or not, Mr. and Mrs. Gerard authorize General Sumner to act in the sale or disposition of the water powers of the Island for such sums as he may think proper.

"7th. In case of no sale, Mr. and Mrs. Gerard agree as tenants in common to pay their proportion of expenses on one third of the Island for the application and establishment of a ferry and railroad, the erection of a house and repairs to wharf, etc., not to exceed for the whole Island, \$6,000, under the following restriction, namely, for their share of the expenses of the application for the ferry and railroad, they agree to pay in cash. The others to be paid for, out of the rents, and out of their share of the proceeds of any lots or water powers of the Island, which may be sold by all the proprietors jointly to third persons.

"8th. This offer of sale to be binding on Mr. and Mrs. Gerard for 3 months (three months) from this date if notice of acceptance be given to him in writing within that time.

"Mr. Gerard gives above the terms on which he is willing to sell part interest in Noddle's Island. He will be happy from

time to time to unite with the other proprietors, in such other points within his power as may tend to bring the Island into notice, and add to its value."

This astute proposition was dated on the 25th of July, 1832, and signed by J. W. Gerard, Esq. Subsequently the time of accepting it was extended to the 10th of January, 1833. It will be borne in mind that the East Boston Company was not yet incorporated, but that this proposition has reference to such a company, and the conditions of transfer of one sixth of the Island for one sixth of the stock of a company when it should be formed; so that this same proposition, by which one half of the Gerard interest was sold to Messrs. White and Oliver, held good in respect to the other half, for the corporation subsequently formed.

Gen. Sumner and Benjamin Welles, Esq., were trustees of Mrs. Gerard under her marriage settlement dated 2d October, 1820. On the 4th of January, 1833, alterations of certain trusts were made, and authority given to the trustees to convey to Stephen White and Francis J. Oliver one undivided sixth part of Noddle's Island for the sum of \$16,250;¹ and in pursuance of this authority the above-named trustees conveyed to Messrs. White and Oliver, on the 4th of January, 1833, one undivided sixth part of the Island for \$16,250, reckoning its extent at 660 acres, according to the survey of Wm. Taylor, 17th Oct., 1801. Mr. and Mrs. Gerard joined in the deed.²

As Gen. Sumner was one of the trustees of Mrs. Gerard, and had an interest in the Island, he could not at the same time be grantor and grantee, and consequently the sale was made to Messrs White and Oliver, for the proprietors.

It had been mutually agreed that Mr. Lewis should bring in the forty gentlemen who would engage in the prospective company, and the shares, the number of which was fixed at 5,280,³

¹ Recorded Jan. 17, 1833. Suffolk Deeds, lib. 365, fol. 167.

² Recorded Jan. 17th, 1833, lib. 365, fol. 168.

³ The property was at first to be divided into as many shares as there were acres, 660 (leaving out the odd three acres); then the number was doubled, 1,320, — being one share to every half acre. As the plan became more extensive, and embraced a greater number of individuals, this number of shares was quadrupled, equalling 5,280.

were to be divided among them in proportion to the amount of money paid in by each person. These gentlemen were presented and accepted, and the few who fell back from the agreement procured acceptable substitutes in their stead.

The names of the subscribers to the 5,280 shares, with the number of shares each one took, are as follows :—

Names.	Shares.	Names.	Shares.
Wm. H. Sumner	1320	Wm. B. Reynolds	40
Sumner and Welles, Trustees of		Benj. T. Read	40
Mrs. Gerard	880	Griggs and Weld	20
Stephen White	880	Saml. O. Mead	20
F. J. Oliver	440	Jos. Ripley	20
S. S. Lewis	242	Stephen Lock	20
D. D. Brodhead	243	Thos. Patten	20
Amos Binney	243	Guy C. Haynes	20
Robert G. Shaw	80	Asa Lewis	20
Jno. Brown	80	Wm. Wyman	20
Jno. Binney	80	Benj. Lamson	20
Jos. W. Revere	80	Jno. Henshaw	20
Jno. Heard, Jr. . . .	80	Ammi C. Lombard	80
Jos. Mariner	80	Thomas M. Thompson	20
Jno. Kendrick & Co. . . .	40	Edwin Adams	20
Gardner Greenleaf	40	James Bartlett	20
Gridley J. F. Bryant	40	Thos. H. Stevens	12
		<hr/>	
Whole number of shares		5,280	

Of these gentlemen, Wm. B. Reynolds, Griggs and Weld, and Samuel O. Mead, declined taking the shares apportioned to them, while Gardner Greenleaf increased his to forty-four. Capt. Joseph Smith, Wm. S. Rogers, John G. Flagg, H. Cumisky, and Patrick McManus entered the company and took the remaining shares.

During this time, the then owners of that part of the Island already purchased had been assiduously engaged in completing their arrangements, and, after mature deliberation, had associated with themselves the gentlemen named, of high standing and influence in their various professions. On the 25th of March, 1833, Francis J. Oliver, Stephen White, Wm. H. Sumner, and their associates, were incorporated under the name of the East Boston Company. The act of incorporation was accepted on the 2d of April, and by-laws were adopted on the 5th of the same month. The directors were Wm. H. Sumner,

Stephen White, F. J. Oliver, Samuel S. Lewis, Daniel D. Brodhead, Amos Binney, and Gardner Greenleaf; and at a meeting of the directors held on the 3d, Wm. H. Sumner was chosen president of the company and of the board of directors. S. S. Lewis was chosen clerk of the directors, and clerk, treasurer, and superintendent of the company.

On the 20th of April, 1833, a deed of bargain and sale of the five sixths of the Island and of all the flats now purchased was given to the newly formed East Boston Company, by Wm. H. Sumner, Stephen White, Francis J. Oliver, Samuel S. Lewis, Daniel D. Brodhead, and Amos Binney, in consideration of \$70,000 to them paid by the East Boston Company.¹ All that was wanting now to put the whole Island into the hands of the company was to accomplish the transfer of stock for the remaining one sixth, owned by Mrs. Gerard, according to the proposition already made, and this transfer was soon made.

In Mr. Gerard's proposition, the remaining one sixth, it will be remembered, was offered, with the concurrence of Mrs. Gerard's trustees, Wm. H. Sumner and Benjamin Welles, Esquires, for one sixth of the stock of the company *to be* formed.

On the 5th of April, at a stockholder's meeting, "The president submitted the following preamble and votes in relation to Mrs. Gerard's interest in the lands in East Boston; the same having been read and considered, on motion of Mr. White, it was thereupon *Voted*, unanimously, That the same be and they hereby are accepted and ordered recorded, namely:—

"Whereas, on the 25th of July, A. D. 1832, proposals were made to Stephen White and Francis J. Oliver, Esquires, two of the original associates in the purchase of Noddle's Island, in behalf of Mrs. Eliza Gerard, wife of James W. Gerard, Esq., through the trustees under her marriage settlement, in respect to putting in with the other proprietors as common stock, the residue of her interest in the Island, being one sixth part thereof, on condition that if assessments under an 'act of incorporation to a greater extent than thirty thousand dollars on the whole Island shall be required,—then Mrs. Gerard may either consent to pay the assessments on her shares in the company's

¹ Suffolk Deeds, lib. 368, fol. 228.

stock or elect to surrender the certificates thereof, and have set off in severalty such proportion of the land and property of the company as the amount of her stock may bear to the whole land and property of the company, unless the company should choose to buy out her shares, in which case she agreed to sell them at their fair value, — to be fixed by three disinterested men, under oath, one to be chosen by each party, and those two appraisers to appoint a third, provided the valuation should not be at a rate less than \$150 an acre, with interest from said 25th of July, together with such sums as may have been assessed and paid thereon with interest.' And whereas said proposals are extended to this company,

" *Voted*, That the said proposals be and are hereby accepted, and on the due execution and delivery of suitable conveyances to this company by the parties in interest and those authorized to convey the share of Mrs. Gerard in said Island, the terms of said proposals shall be binding on the company, and certificates of stock shall be issued to her trustees accordingly, — provided, however, that if under the conditions aforesaid an election shall be made to surrender the stock and have a partition made in severalty, the assignment thereof shall be by appraisers as above provided, and the share of Mrs. Gerard shall not be set off so as to affect or disturb any sale or contract of sale actually made by the corporation of any part of the Island or its flats. And the company shall convey to her trustee such share accordingly.

" *Voted*, That this company become parties to indentures in order to receive a conveyance of the one sixth part of Noddle's Island, its flats and appurtenances from the trustees of Mrs. Gerard, and that the treasurer sign the same and affix the company's seal to one part of said indentures, and acknowledge and deliver the same as the act of this company, and accept a delivery of the counterpart thereof and take seizin and possession of the estate thereby conveyed. Also,

" *Voted*, That the directors be and they hereby are authorized to receive on behalf and in the name of the company from the proprietors of the residue of the Island, proper and sufficient conveyances of their proportion of the same, its flats and appurtenances, and to accept seizin and possession thereof, and to

cause the deeds of conveyance to be duly entered and recorded in the registry of this county."

This last vote, it appears, refers to the procuring of the conveyances, and to making the title of the new company to the Island sure and complete. On April 9th, 1833, at a directors' meeting, it was "*Voted*, W. C. Aylwin and John R. Adan be employed to procure from the several proprietors of Noddle's Island, the necessary conveyances of said Island, flats, and privileges, to the East Boston Company." It is worthy of note here, that in this place, and in others where the title to the Island is concerned, the right of the owners of the Island to the flats in fee-simple under a special grant of the governor and company of Massachusetts Bay on the 13th of May, 1640, is fully recognized and maintained.

At a meeting of the stockholders on the 22d of April, it was "*Voted* unanimously, That as the property has not yet been conveyed to the company, and the certificates of stock have not issued, that portion of the ninth article of the by-laws of this company is hereby repealed, and that in lieu thereof the following be and the same is hereby adopted as part of the 9th article of the by-laws of this company, namely:—

"Article 9th. The corporate stock of the company shall be divided into five thousand, two hundred and eighty shares, and certificates thereof shall be issued in the form adopted at the meeting on the 5th day of April last."

This vote pertains to matters not particularly pertinent here, only so far as it shows that the company was not yet in full and complete possession of the Island. The bargains, however, and all the preliminary arrangements prior to actual operations, were rapidly coming to a conclusion. A letter from Mr. Gerard will be introduced, as it adds a few particulars to what has already been given, and accompanies the deed, which had been sent to New York to be acknowledged:—

"New York, April 23, 1833.

"WM. H. SUMNER and BENJ. WELLES, Esquires,

"GENTLEMEN, — I enclose to you the deeds [which were] sent on to be acknowledged and executed by Mrs. Gerard and myself, transferring our remaining sixth interest in Noddle's Island

to the East Boston Company in exchange for one sixth of its stock. I have also before me a copy of the by-laws of the company, and the votes passed in relation to the transfer. There are some variations in the votes from the proposals made by us to Messrs. White and Oliver, but I accept the by-laws, and also the votes, with the following additional vote (to be inserted after the first vote), the necessity of which addition arises from the omission in the recital of the proposals of the words following, *underscored* in article 5th : ‘or they may elect to have set off in severalty such proportion of the lands and properties of the company as the stock *then held by them* may bear to the whole lands and properties of the company, etc.’ My meaning (as plainly expressed in the above words *underscored*) was not to lose the privileges in the stock unsold by our selling portions of stock to pay assessments or otherwise. I remember stating very clearly that it would be necessary for us to make sales to pay assessments. But I do not mean to restrict myself from selling any more than the other proprietors, whenever I think it may be for our interest. The vote may perhaps be implied from the nature of the whole contract ; but it is better to leave nothing to *construction*, but to have all important points expressed.

“It might possibly be contended that the privileges followed the stock sold ; to guard against such a construction, I have expressly provided against it in the vote I send on.

“There is another point on which I wish to reserve myself, that is, the contract of junction proposed to be made with the Winnisimet Company. We have only been informed generally that such a junction is contemplated, but we know nothing of the terms and conditions of the union. I now beg leave to say that our executing the conveyance to the East Boston Company is not to be considered as implicating us to any other contracts, unless upon inspection of them we expressly approve of them. I need not say that we shall gladly comply with every reasonable wish, that may tend to the common benefit of the proprietors, but being distant from the scene of operations, we wish to express ourselves upon the points to be reserved.

“We waive all minor points, and only reserve those which we may think essential to our interest.

“If you wish a more formal assent of Mrs. Gerard and my-

self to the by-laws and votes, if you will have it reduced to form, we will execute it. The certificates of stock you will please take as trustees expressed on the face of the certificates and in the books of the company; that will dispense with the necessity of your executing a declaration of trust.

“J. W. GERARD.”

Immediately, that is, on the 2d of May, indentures were entered into between William H. Sumner and Benjamin Welles of the first part, the East Boston Company of the second part, and James W. Gerard and wife of the third part, to the effect, that, in consideration of the certificates of eight hundred and eighty shares in the stock of the East Boston Company received by the trustees of Mrs. Gerard, they convey to the East Boston Company her remaining one sixth of the Island, according to the survey of William Taylor, in 1801, together with the remaining one undivided sixth of all the flats and appurtenances.¹

Mr. Gerard's letter was read at a meeting of the stockholders of the company held on the 13th of May, and the vote proposed by him adopted. The vote is in these words:—

“*Voted*, That in case Mrs. Gerard or her trustees shall sell any of her said shares of stock to be issued to her on the transfer of her sixth part of the Island, then the shares sold shall lose the privileges attached to them by the previous vote of this company, but the privileges shall remain *pro rata* for the stock retained by her or her trustees.”

Thus were accomplished the sale and transfer of Mrs. Gerard's two sixths interest in Noddle's Island, one sixth having been sold to Messrs. White and Oliver for the proprietors, and one sixth transferred to the company for one sixth part of its stock, being eight hundred and eighty shares out of five thousand two hundred and eighty, the whole number. The certificates of stock were taken by Messrs. Sumner and Welles as trustees for Mrs. Gerard.²

¹ Suffolk Deeds, lib. 369, fol. 15.

² The letter from Mr. Gerard quoted above mentions a proposed union of the East Boston Company with the proprietors of the Winnisimmet lands and ferry. This is explained more fully on an advance page. After due consideration the

The long desired end was now accomplished. The whole Island was now owned by, and under the control of, the newly incorporated company, and there were no hinderances to the extensive improvements so long contemplated.

To proceed safely and surely was the guiding principle of the company, and every precaution was adopted to remove all possibility of doubt respecting the completeness of their title in all future time. With this end in view, although conveyances had been made by and to the parties concerned, a deed was given by General Sumner on the 5th of August, 1833, and upon the same day by Mr. and Mrs. Gerard, of all their interest in the Island.

Consequently, at a directors' meeting held upon the day following the date of these deeds, Stephen White, from the committee of inquiry on the title, reported that Messrs. Adan and Bowditch, their counsel, to whom the subject had been committed for investigation, "are of opinion that the title is complete." Thus the whole question of the title was settled, and the company had full and peaceable possession of the whole Island, flats and appurtenances.

These particulars of the different conveyances are thus minutely detailed, in order that every person may be furnished with answers to any inquiries which may be instituted, and also to show the numerous difficulties encountered, and the length of time required to make the title complete.

plans which had been entertained of uniting the two interests were given up as inexpedient.

CHAPTER XV.

THE EAST BOSTON COMPANY.

THE history of East Boston, as forming an important part of the city proper, may be said to begin with the formation of the East Boston Company. This company was incorporated by the legislature of Massachusetts on the 25th of March, 1833, for the purpose of improving Noddle's Island, with the powers and requirements contained in the act concerning corporations passed 8th March, 1833.¹

In the earlier stages of the bill incorporating the company, it bore the name of the *North* Boston Company. But during its progress through the house, Lot Pool, Esq., an intelligent and influential member from Charlestown, moved to amend by substituting *East* for *North*; and gave as a reason, that he wished the latter name to be reserved for Charlestown when her annexation should take place. His motion prevailed; and the East, instead of the North, Boston Company was incorporated.

The property at this time consisted of Noddle's Island, containing, by William Taylor's survey in 1801, six hundred and sixty-three acres of upland and marsh, surrounded by several hundred acres of flats, which had been declared as belonging to it by the special act of 13th May, 1640, in these words: "It is declared that the flats round about Nodles Iland do belong to Nodles Iland to the ordinary lowe water marke."²

The Island lay directly opposite to the commercial part of Boston, from which it was separated by a distance of one hun-

¹ For the act of incorporation and by-laws, and a list of the officers of the company, see Appendix G.

² Mass. Records, Vol. I. p. 291. Also see *ante*, p. 56.

dred and thirty-two rods, which distance, however, has since been diminished by the extension of the wharves. The Island and the city of Boston were originally reputed to be of about equal size, each being supposed to contain about one thousand acres. This estimate of the Island was too large, or else over three hundred acres of it have, since that time, been washed and worn away by the action of the sea; probably there is truth in each of these suppositions, for there is no record of any actual survey prior to 1801, when it was surveyed for Mr. Greenough, the then proprietor, and it is a well-known fact, that islands of no inconsiderable size have entirely disappeared from the harbor since the settlers first came to Massachusetts bay.

It is easy to perceive the causes which have been operating to preserve, and indeed extend, the area of the Boston peninsula, and at the same time to diminish the Island to the extent of several hundred acres. Boston was early an important settlement; and the enterprising inhabitants, not content with preserving intact the original boundaries, extended wharves far into the water, and thus were continually increasing their territory, and protecting it from the action of the sea. Noddle's Island, on the contrary, inhabited by a few individuals only, could not preserve its natural limits, much less increase them. To be sure, the proprietors expended a considerable portion of the rent for sea-walls in front of their gardens and buildings, but these were of necessity on too small a scale to be of any other important benefit; and as Brewster's and other islands and headlands gradually yielded to the winds and waves, Noddle's Island was left exposed to the full force of the east and north-east storms, and to the perpetual wear of the ocean. The Island, being of diluvial formation, offers but little resistance to the severe storms which sweep our coast. The wasting away of acre after acre of valuable upland on the exposed sides of the Island, and the consequent formation of an immense area of flats, would seem incredible to those who are ignorant of the locality, and of the force of the action of the sea. To these causes are to be attributed that vast extent of flats upon the north-east side of the Island, occupying ground formerly covered, at least to a great extent, by upland. This is apparent to even

a casual observer; and such facts as that Bird's island is entirely washed away, and that Nix's Mate, now a mere point of rock, was not long ago a pasturage ground, besides other instances equally striking, are strong proofs of similar operations at Noddle's Island. During the formation of these flats, as the waters ebbed and flowed over them, and the waves dashed up the shore and carried back loads of soil and gravel, channels were formed in the soft earth, large and deep, or small and shallow, as the circumstances at the time decided. The position of these channels naturally varied at different times; their direction being entirely dependent upon various contingencies. The flux and reflux of the waters, the situation of the detritus taken from the upland at different times and places, the direction from which the storms came,—these and other causes were continually altering the channels, so that, as lines of boundary, they were literally as “shifting as the sands of the sea-shore,” deceptive, and worse than worthless. Consequently the “line of lowe water marke” should be run without reference to these variable channels, for this would simply be marking the boundary over what was upland when the special act relative to the flats was made. This mistaken view the harbor commissioners have adopted, and have run their line over land belonging indisputably to the owners of the Island.

To trace the beginning and growth of the improvements upon the Island will, for the first few years, be but the history of the operations of the company, as it was the prime mover in, and was identified with, the commercial and manufacturing enterprises which give to East Boston its character and importance. We will therefore follow on in the track of the company's operations, reserving special enterprises for future chapters; and, although brief allusions will of necessity be made to various plans and undertakings, particular descriptions of each will be found under distinct heads. These details, although presented in a somewhat disconnected manner, are important as illustrative of the early history of the Island improvements.

The land, comprising 660 acres (the odd three acres being thrown out of the calculation), was originally put into a com-

mon stock and divided into 1,320 shares, each share representing an half acre. When lands were sold, the proceeds were to be passed to the credit of the company, constituting the fund from which its expenses were paid and its dividends were made. It was soon thought best, however, to increase the number of shares, and, by a vote of the stockholders on the 22d of April, 1833, the by-laws were so amended as to divide the corporate stock into 5,280 shares. As the circle of the company's operations increased more and more, and embraced a greater number of individuals, alterations in the number of shares were made from time to time, and, for convenience of reference, are here given in connection:—

Original number of shares in the company	1,320
1833, April 22, shares quadrupled	5,280
1836, May 2, shares doubled	5,280
	<hr/> 10,560
1839, June 14, shares created	10,000
“ “ 27, “ “	560
	} 10,560
	<hr/> 21,120
1840, Dec. 31, cancelled	560
	<hr/> 20,560
1841, May 3, created 10,000; issued	9,108
	<hr/> 29,668
1843, April 18, cancelled	3,037
	<hr/> 26,631
1846, Dec. 26, cancelled	6,631

The result of these different changes was that the number of shares was permanently fixed at 20,000.

In order to make the Island immediately productive to some extent, the company rented it for farming purposes, excepting Camp and Smith's hills, and the marshes immediately adjoining, reserving the right of viewing, leasing, selling, or making improvements in any part of it. It also voted to provide accommodations for the occupant, on what was called the "Middle Farm," using, as far as possible, the buildings then upon it.¹

¹ E. B. C. Records, Apr. 9, 1833.

By way of inducing Mr. Thomas Williams, the tenant, to continue his residence upon the Island, and in consideration of the assistance rendered by him in various ways at the commencement of the company, which, from his thorough acquaintance with the Island, he could do better than any one else, the company voted to give him an acre of land on the "middle farm," its location to be determined by an executive committee to be subsequently appointed, on condition that he would erect a house upon it for his residence.

The committee was chosen on the 12th of April. It consisted of three persons, to be renewed every month, whose duty it was to lay out streets, appraise lots, advise with the superintendent as to the course of action when he was in doubt, and thus save frequent meetings of the directors. William H. Sumner, F. J. Oliver, and Amos Binney composed the first committee. Mr. Williams saved them the trouble of locating the acre of land by declining the offer. Gen. Sumner endeavored to convince him that in a few years the acre would be of greatly increased value. But Mr. Williams laughed at the idea, and "wondered if any one was foolish enough to think he would accept of an acre of land on Noddle's Island, and be obliged to erect a house upon it!" It seemed perfectly visionary to him to think that the Island property was so soon to be of such value as to make this piece of land a most lucrative possession; and this same feeling, without doubt, was entertained by many others.

This company commenced, as many other companies do, by borrowing. Its property was large and available, and it had a good credit with the business community. This credit was a natural consequence of the character and standing of the gentlemen engaged in the enterprise. The first loan authorized by the company was on the 2d of May, 1833, and was to the amount of \$6,000. Upon this same day, Mr. Williams was requested to surrender the old mansion-house on the Island occupied by him, as it would be needed by the company in a fortnight for the accommodation of their workmen. This house, which was then the only one upon the Island, was partly built of the old army barracks at Cambridge, which Gen. Washington gave to Mr. H. H. Williams, when the camp broke up, in partial compensation for the destruction of the buildings on the

Island in 1775 by the American troops to prevent their falling into the hands of the British. The timber was moved from Cambridge to the Island, and the house was erected, as has been already narrated, about where Sumner and Lewis streets now join, over the cellar of the house formerly occupied by John Yeamans. It was a one-story house with a gable end, and a picture of it was adopted for the seal of the East Boston Company. For a time it was used as a boarding-house for the workmen engaged in building the Maverick House, but in 1834 was torn down to give place for laying out the hotel on Maverick square. The whole Island was now needed by the company, in order to carry out the extensive improvements contemplated.

Public officers of Boston first set foot on Noddle's Island, in their official capacity, on the 4th of May, 1833. Upon that day the Hon. Charles Wells, the mayor, the aldermen, and the directors of the company, visited it to select portions of land, not exceeding four acres in the whole, to be set apart by the company, free of expense to the city, for the purpose of providing suitable sites for school and engine-houses, burial-grounds, and other public purposes. This was in accordance with the fourth section of the act of incorporation.¹

The gentlemen having transacted their business, partook of a collation, at which the wants of the physical and intellectual man were abundantly gratified, and where pleasing anticipations were indulged with reference to the future condition of the Island that day taken under the wing of the city protection. After the collation, the mayor, with some of the aldermen and directors, took a walk towards Camp hill. All were in good spirits, and enjoyed the sea-view and the fine breeze, which

¹ The section is as follows: "*Be it further enacted*, That said corporation shall set apart on said Island, in such place or places thereon as the mayor and aldermen of the city of Boston may designate, a portion of land, not exceeding in the whole four acres, free of expense to the city, for the purpose of providing proper sites for engine-houses, school-houses, burial-grounds, and for other public purposes; *provided*, that no lots, except the lots for burial-grounds, shall contain more than ten thousand feet, without the consent of this corporation; *and provided further*, that said mayor and aldermen shall designate the land so to be taken within six weeks from the passing of this act."

already had a summer mildness. One of the gentlemen remarked, as they were looking at the prospect, and talking of the Island and its future destiny, "Here is where we are to have our principal street." His honor the mayor was at that moment quietly enjoying his cigar, and peacefully digesting his dinner under the influence of the invigorating air and the narcotic weed, when one of the aldermen, tapping him on the shoulder, said, "It is against the law to smoke in the streets of the city of Boston." The mayor, loth to give up his cigar, and at the same time determined to obey the law, observed, "Really, sir, if you will show me where the streets are, I will step out of them and finish my cigar." The reply was, "Come over in a few days, and we will show you the boundaries of the streets and squares." They returned to the city in the miniature paddle-boat "Experiment," a boat of four-man power, and capable of carrying twelve or fifteen persons, which Gen. Sumner had purchased at Newport a few months previous and placed it at the foot of Long wharf, for the purpose of transporting the proprietors and other persons to and from the Island. The boat was a novelty in Boston harbor, and attracted much notice from its original mode of propulsion; and to persons inquiring about the strange craft, the answer was, "that is the Noddle's Island boat." It paddled its course well until it was superseded by the steamboat "Tom Thumb."

Previous to the passing of the act of incorporation, there had been some mutual overtures for uniting the then rival interests of the purchasers of the Winnisimet lands and ferry and the proprietors of Noddle's Island. It was thought that such an union would be for the benefit of the parties, saving the expense of two distinct organizations, of two ferries, etc., and give increased vigor and strength to the plans. J. W. Gerard, Esq., of New York, so far as his interest went, declined uniting with the Winnisimet Company.¹ On the 30th of May, a letter was received from Mr. W. H. Gardner, on the part of the proprietors of the Winnisimet Company, which was considered as notifying the intention of the proprietors to decline the execution of the contract made with the company on the 20th of

¹ See his letter on page 445.

March. From other papers, it appears that the negotiations between the two companies had reached the point of an agreement through their respective committees, but were broken off chiefly from a difference of opinion as to the appointment of commissioners for the appraisal of the property of the two companies, with the view of uniting them under the same management. The Winnisimet Company appeared the most willing to adhere to the terms of the agreement, and delayed applying for a distinct charter until the East Boston Company raised objections. The companies from that time went on separately.¹

Scarcely a month had elapsed since the formation of the company, when arrangements were made preliminary to the first sale of land on the Island. A primary object to be attained in this sale was to secure purchasers whose position in community would give character to the enterprise, and who would erect such buildings as would induce others to settle at East Boston. Consequently, Camp hill, then the most desirable location, was selected, having a beautiful prospect overlooking the city, the harbor, and the adjacent country; and the following paper was drawn up and signed:—

“The subscribers being desirous of forming an association for the purchase of certain lots of land situated in the city of Boston, on the heights of Noddle’s Island, to be called Belmont, and numbered from one to fifty-eight on a plan which is hereto annexed, for the purpose of laying out and embellishing the same, and erecting pleasant summer residences thereon, the following rules have been adopted in furtherance of their views, namely,—

“The said lots shall be purchased of the East Boston Company at the rate of ten cents per superficial square foot.

“The right of choice of said lots shall be sold at auction among the subscribers, the highest bidder to have the first choice, and so on.

¹ The Winnisimet Company was incorporated on the 27th of March, 1833, two days after the East Boston Company; capital, \$500,000. F. B. Fay, T. H. Perkins, W. H. Gardner, and W. A. Gragg, petitioners.

launched in August, 1834; the "Maverick" was launched in January, 1835. The Sugar Refinery was built in 1834, and continues its works of refinement to the present time, and with greatly increased capabilities. In the spring of this year also the Timber Company, in aid of the grand object of establishing a ship-building interest at the Island, went into operation; other projects were started, and the Island was animate with planners and workers. Buildings went up with astonishing rapidity; wharves ran out into the sea; steamboats were built and launched; the first ship, the Niagara, was on the stocks, being built of timber brought from Grand island in Niagara river, by a company even younger than the East Boston Company; streets were laid out, hills dug down, and valleys filled up; and every thing showed that an experiment was being tried on a very large scale, and directed by enterprising men, among whom Mr. Lewis, the superintendent, was a man remarkable for energy and for skill as a projector. The result of so great an undertaking would be, for all engaged in it, either unparalleled success or a proportionate loss.

On the 21st day of April of this year, a schooner, laden with plaster, discharged her cargo at East Boston, and thus was commenced the line of vessels which, from that time to the present, has been filling the shore with merchandise. The first *ship* which discharged a cargo here was the "Seaman," in May, 1835; she was a Charlestown packet, owned by Mr. A. C. Lombard, and brought a cargo of sugar to the refinery.

The business operations of the company were now so extensive, and involved so many important points, that F. J. Oliver and S. S. Lewis were made a committee to consider the expediency of appointing a solicitor of the company. The committee reported favorably to such an appointment (26th August, 1834), and recommended John R. Adan, Esq., who was accordingly chosen the same day, for a year, at a salary of \$400. His duty, as specified in the records, was to prepare deeds, mortgages, and other legal papers and instruments, and to keep a copy of the deeds in the company's record book, to give his advice when called for by the officers of the company, and perform all other duties usually devolving upon the solicitor of a corporation, except prosecuting or defending suits in

court, for which he was to charge an additional fee. As the duties of his office increased in proportion to the enlarged operations of the company, it was afterwards voted to raise his salary to \$1,200 a year from the 26th of August, 1836.

The early acts of the company were characterized by liberality and public spirit, and in many instances demonstrated, that, contrary to the prevalent idea, corporations can have souls. The company had certain claims on the estate of Thomas Williams, deceased, the late tenant of the Island. Long before this, it had offered to him an acre of land on the Island in consideration of his services; and now a committee, consisting of Messrs. Sumner and Oliver, were appointed to settle the claims against his estate "on principles of equity and liberality."

Thus the liberality of the company was not limited to the living man, as if presupposing some benefit to be received, but was continued in the same generous manner to the estate of the tenant who for so many years had held the Island. On report of the committee, the company withdrew its claims on the representatives of Mr. Williams, in consideration of his services, and the rents then due were given to the estate.

In September, 1834, a committee appointed for the purpose fixed the salary of the superintendent at \$4,000 a year, and that of the treasurer at \$1,500. Before the passage of this vote, the salary of these officers had been at the same rate as that fixed by the committee above named.

The increasing population of East Boston, and the best interests of the Island, rendered it necessary that dwelling-houses should be built at East Boston, and thus secure a permanent population. In order to accomplish this end, the company voted (30th Oct., 1834) to allow a deduction of fifteen per cent. to the proprietors of lots on Belmont who should build good and substantial dwelling-houses on their lots before the first day of the following September, on condition that the members of the company who had already built houses on Belmont should consent to the vote.

The liberal policy of the company, as manifested from the commencement, had a corresponding result. Manufacturing establishments were commenced on a large scale; numerous

private dwellings were built; and the active appearance which the Island presented afforded ample evidence of the energetic spirit which dictated and urged forward all the Island operations. Upon recurring to the results of the labors in 1834, we are astonished at the amount which was accomplished.

It is believed that the following is a correct list of all the buildings which were erected at East Boston in 1834, and of the families which moved to the place during that year. Such tables as this, and others that may follow, although not of particular interest to the general reader, or necessary to the narrative, yet, as giving facts and dates, will be more and more valuable as each year passes by:—

May 23. John Pierce's house and stable; corner of Sumner and Bremen streets: lots Nos. 9 and 10.

“ “ Gardner Greenleaf's house, on the south-east side of Hotel square — a public-house.

June 14. Hosea Sargent's house on Webster street: lot No. 90. Cunard House. In the yard of this house was the well which supplied water for the troops in 1814, as is fully described in the articles on water, and the war of 1812. When the Island was used as a farm, this well was in the sheepfold, which was constructed from part of the old barracks.

“ 28. John H. Tomlinson erected the house on Sumner street, on lot No. 80.

July 5. Daniel Crowley; houses on Maverick street: lots Nos. 119 and 120.

“ 12. East Boston Sugar Refinery began to build a block of brick houses on Sumner street, connected with their sugar house.

“ 23. Seth E. Benson finished his stone house on Webster street: lot No. 44.

Aug. 9. Benjamin Lamson; house on Webster street: lot No. 47.

“ 15. Jonas Bessom's house and two shops, on Bessom court: lot No. 87.

“ 22. Timothy McIntire's house on Webster street: lot No. 89.

“ 22 and 23. Gen. W. H. Sumner's house, on the “heater lot,” corner of Webster and Sumner streets, on lot No. 31.

Sept. 5. Brown & Bates' ship-carpenters' workshop, on Central square.

“ 8. Allen, Pigeon, and Poole erected on their wharf, on the south-west side of Sumner street, a mast and spar shop.

“ 17. Truman Flowers and Stephen Pearson, each a house in a block on Webster street: lot No. 91.

Oct. 4. Bradford Chandler's house on Webster street.

“ 16. Asa Lewis' house, corner of Webster and Cottage streets: lot No. 32.

“ “ James Barber, a smith's shop, corner of Maverick and Border streets: lot No. 111.

Dec. 9. William Walters raised a house on Princeton street, in section No. 3
— since burned down.

“ 27. Malleable Iron Foundry; finished; commenced Nov. 10; on Meridian street, 3d section.

Families which moved into East Boston,—

1833, Sept. 3. Guy C. Haynes, corner of Webster and Cottage streets.

1834, June 11. Dr. John Jeffries * moved over for the summer.

“ “ 16. Benson Clock. * †

“ Aug. 18. John Pierce † moved into his house.

“ “ 25. George D. Hager * † opened public-house.

“ Sept. 23. John H. Tomlinson moved into his house.

“ Oct. 15. Jonas Bessom.

“ “ “ Timothy McIntire.

“ Dec. 13. Thomas C. Allen.*

“ “ “ E. Richardson.*

“ “ 18. Seth E. Benson.*

“ “ “ Daniel Crowley.

“ “ “ Patrick McManus.

The Island had scarcely begun to have resident inhabitants before death commenced its inroads, following close in the footsteps of the settlers. The first death was that of Mr. Worcester, who fell from the Sugar-house on the 29th November, 1834, and died on the 30th. Several Irish children also died in 1833 and 1834.

The first child born at East Boston of American parents after the formation of the company was Stephen, son of John H. Tomlinson, on the 27th of November, 1834. The first child, now living, who was born on the Island, was Thomas J. Lavery (a corruption of Labbaree), son of Matthew and Jane Lavery. He was born on the 17th of November, 1833, in a house, or shanty, which stood on Saratoga street.

The building, which was in three divisions, was then occupied by three families: Mr. Lavery, Mary Trotten, the mother of the first child known with certainty to have been born at East Boston, and Mr. McNulty.

A little anecdote may be told relative to this first child. Gen. Sumner was riding across the Island one fine morning in Au-

* Removed from East Boston.

† Since deceased.

gust, 1833, and passing by the little shanty of Campbell (the father of the child), saw him outside his door, apparently idle. Gen. Sumner accosted him with, "What is the matter, Campbell? why are you not at work this fine day?" "I've had a child born to-day, sir," said he. Recognizing this as the first child born at East Boston, the general replied, "Let me name it, Campbell, and I will give you a dollar." "O yes, your honor; name it what you please; I will call it whatever you say," said the happy father, making extravagant manifestations of joy. "Call it Maverick, then, after the first grantee of the Island, whose name I wish to perpetuate." "Yes, your honor, his name shall be Maverick." The man took the promised dollar, and the general rode on. Thus the first child born at East Boston received the name of the first proprietor of that Island, after a lapse of two hundred years. The next week, as the writer was passing the house again, he saw Campbell standing at the door as before. "What is the matter to-day, Campbell? you look sober. Why are you not at work?" "I've lost the little child your honor named; Maverick is dead, sir." Thus did this effort to perpetuate the name of Maverick fail of its purpose.

It will be interesting to some persons to know the prices of certain lots in 1835, and thus be able to compare them with the prices for the same lots at the present time (1858).

In May, 1835, on motion of the president, Gen. Sumner, the following votes were passed:—

"That all future sales of land and wharf lots shall be regulated as follows, to wit:—

"The lots on Belmont, on the south-west side of Sumner street, shall be sold at twelve and a half cents per foot, except corner lots, the price of which shall be fifteen cents per foot.

"The lots on both sides of Sumner street, lying between Lisbon and Cottage streets, at fifteen cents per foot; corner lots at eighteen cents per foot.

"The lots lying south-westerly of Maverick street, in section No. 2, at thirty-five cents per foot: corner lots at forty cents per foot.

"The lots in section No. 3, at twelve and a half cents per

foot ; corners, and those fronting on the public square, at fifteen cents per foot.

“ The lots on Chelsea street (when laid out), at ten cents per foot ; corners at twelve and a half cents per foot.

“ The wharf lots, lying between the Marine railway, as projected, and the wharf built by Locke and Ripley, at forty dollars a front foot, and are only to be sold to business men, under the advice of the executive committee.

“ The wharf lots between the Marine railway and Brown and Bates's lot (including the Marine railway lot), and the block of lots between Orleans and Lisbon streets, are not to be sold without the further action of the board of directors.

“ No wharf, building, lot, or other property, the prices of which are not fixed as above, shall be bargained for or sold without the approval of the executive committee. The superintendent, however, is authorized to give deeds under contracts heretofore made.”

In the space of two years, the taxable property of East Boston increased almost incredibly. For instance, in 1833, the tax valuation was \$60,000, and in 1835, it was \$806,000, an increase of \$746,000.

The East Boston Company was taxed for	\$600,000
The Sugar Refinery “ “ “	55,000
The Maverick House “ “ “	25,000
East Boston Wharf Company “ “ “	20,000
Malleable Iron Company “ “ “	8,000
Individuals “ “ “	98,000
Total	<u>\$806,000</u>

In 1833, the city received from taxes on East Boston property, \$420 ; in 1835, \$5,600 ; and in 1856, over \$61,000, from a taxable property rated at \$8,000,000.

The striking contrast between the old and the new can hardly be realized, and such facts as these figures give, show in a striking light the great change in the condition of the Island ; and it may truly be said, that “ Such a deal of wonder is broken out within this hour, that the ballad-makers cannot be able to express it.”

The 27th of May, 1835, formed an important epoch in the history of the Island: it was the day when the ferry-boats "East Boston" and "Maverick" commenced their regular trips between the Island and the city, and thus established a means of intercourse between the two places, which has not been interrupted from that day to the present. Upon this same day also the Maverick House was opened; and in honor of these events, a public celebration was held under the auspices of the company. As many interesting events connected with the Island history cluster around this celebration and this hotel, it is proper that a full account of both should be given. We therefore present at some length a description of the house and the events of the festival, making free use of the reports printed in the newspapers at the time.

Very soon after the formation of the East Boston Company, an association of mechanics, who had been brought into the company by Mr. Lewis, the energetic superintendent, foreseeing the rapid growth of the Island from its great advantages for commercial and manufacturing purposes, its proximity to Boston, and the beauty and salubrity of the locality as a place of residence, and reposing confidence in the efficiency and skill of the officers of the company, formed the idea of building a hotel for the accommodation of such families as they thought would be glad to obtain a healthful summer retreat in the vicinity of Boston. They conjectured, and correctly, as the event proved, that many business men with their families, who were in the habit of passing the summer season at Nahant and other places of resort, would, if suitable accommodations were provided, make the Island their retreat; and thus, while enjoying all the benefits to be derived from a "watering-place," have easy access to the city at all hours of the day and night.

Accordingly, in April, 1833, Messrs. Stephen Locke, Guy C. Haynes, Jos. Ripley, Gardner Greenleaf, and Asa Lewis, who had previously entered into an agreement with the East Boston Company for the purchase of 43,000 feet of land on Hotel street and Hotel, now Maverick, square; also obtained leave to use the old Williams house, barns, etc. without rent, on condition that it should be fitted up and kept as a boarding-house while the hotel was in process of construction.

Alterations fitting it for this purpose were commenced on the 7th of April, under the direction of Mr. Haynes ; an office and dining-rooms were attached to the house ; and on the 10th of June it was opened for boarders, under the superintendence of Charles M. Taft, assisted by Widow Kingman as housekeeper. After having served its intended purpose, the old house was taken down on the 4th of October, 1834, in order that Hotel square might be laid out.

The directors of the company were so well satisfied that the hotel would yield a remunerative rent, that they voted to subscribe for fifteen shares in its stock, in order to identify their interests with those of the mechanics, and for their encouragement.

The laborers commenced work on the 14th of June, and, so rapidly was the undertaking prosecuted, that, on the 13th of September, they finished putting on the roof ; and in celebration of this event, the company, in the afternoon, gave the mechanics and laborers a collation, at which the success of the Maverick House was drank with three times three.

At the commencement of 1834, Mr. Brodhead, one of the directors of the company, and president of the Hancock Bank, having represented that the proprietors of the hotel had found it necessary to procure a loan to finish their building and obtain furniture for it, and that it would be difficult for them to effect the loan at that time, suggested that it might be for the interest of the East Boston Company to furnish the funds to them on adequate security, and on the repayment of any expense which the company might incur in raising the money. In accordance with this suggestion, it was voted that the treasurer be authorized to raise a sum not exceeding \$10,000, and to loan the same to the proprietors of the hotel, taking, as security, an outright conveyance of their house and other property, the company to have the right to finish the hotel according to the plan, and to put in sufficient furniture for its occupation, at the expense of its proprietors. A committee, consisting of F. J. Oliver and S. S. Lewis, was appointed, on the 28th of April, 1834, to examine the affairs of the Maverick House Company, with power and authority to advance such sums of money, on security of their property, as would enable them to complete their establish-

ment. This committee reported, in the following August, that they had made the proposed investigations, and had satisfied themselves that it would be for the interests of the East Boston Company to make advances, in order to enable the projectors to complete the house. They therefore had directed the treasurer to make the necessary payments for that purpose. These were much greater than was anticipated; and the company, finding it burdensome to raise so much money, effected an arrangement by which the original proprietors of shares in the hotel relinquished them to the company, receiving in exchange land in the 3d section, at ten cents a foot, to the amount of their par value.

When the mechanics and others, owners of the hotel, made this exchange, it became necessary, or at least expedient, to connect these lots with Hotel square, in order to make easy access to the ferry, and increase their value. Consequently, Meridian street was laid out in a north and south line at great expense, over the marsh and low lands, and looking forward to its further extension by a bridge to Chelsea. This anticipation has since been realized; and the straight and wide street, valuable as a meridian line for a basis of angles and directions, forming an important avenue to connect different parts of the Island, and, by its extension, joining the Island to the main land by a public thoroughfare, compensates a thousand-fold for all the seeming extravagance in its location and construction.

The house having thus become the property of the company, Mr. Lewis and Mr. Brodhead were appointed to engage a suitable person to furnish and keep it, and to make preparations for its opening in the following May; and on the 3d of December they were authorized to make the best arrangement they could with Major Jabez W. Barton. Previous to taking charge of the Maverick House, Mr. Barton had charge of the Lynn Mineral Spring Hotel, since the private residence of Richard S. Fay, Esq.

Mr. Barton's first acquaintance with the East Boston Company was in November, 1834, when the president and some of the directors visited his hotel to dine; after dinner he was sent for, and the proposition made to him to become the tenant of the Maverick House. The necessary arrangements were

effected in a few days, and in the following month he commenced making preparations for opening the house in the spring.

The Maverick House, as finished in 1835, had a south-west front on Hotel street of eighty-five feet eight inches, and a south-east front on Hotel, now Maverick, square, of ninety-four feet; it was six stories high, including the basement and attic, and contained more than eighty rooms. Its halls, parlors, dining-rooms, and chambers were furnished in an elegant manner, equalling any hotel in the United States. Connected with the house was a beautiful garden, extensive stables, and carriage-houses. There were also attached to it a large bathing-house, bowling-alleys, and all the other usual appendages to a first class hotel. It had cost the company about one hundred thousand dollars exclusive of about an acre of land, and was an ornament to the Island and a credit to the builders.¹

It has already been mentioned, that, on the day the ferry-boats "East Boston" and "Maverick" began their regular trips between the Island and the city, and the Maverick House was opened, a public celebration of these events took place under the auspices of the company. This was on the 27th of May, the anniversary of the battle of Noddle's Island, the second battle of the Revolution, and was under the particular direction of Messrs. Binney, Sumner, and Oliver. Tickets of invitation were sent by the directors of the company to all persons who it was thought would be interested in the projected festival, and on the appointed day, the invited guests, including the stockholders of the East Boston Company, all the public functionaries, distinguished men, officers of railroads, directors in public enterprises, and men of note in all departments of industry, sat down to a sumptuous entertainment prepared by Major Barton. About seven hundred plates were laid for this occasion, and, the Maverick House not being large enough to accommodate so many, tables were set in the spacious buildings built for, but not yet occupied as, stables. At 3 o'clock

¹ The precise cost of the house, stables, bowling-alleys, bathing-houses, and furniture, was \$103,871.53.

the guests took their seats at the tables, which were elegantly spread, and loaded with the delicacies of the season; the apartments of the hotel and the dining-room were tastefully ornamented with flags, and the air was filled with the fragrance of flowers. The conviviality of the occasion was much increased by the news which had that day been received of the reconciliation between France and the United States, effected by the characteristic firmness of General Jackson, who had successfully insisted upon indemnity from the French government for spoliations upon our commerce. This was the great political event of the occasion, and Jackson's name was sounded in praise even by those who were politically opposed to him, and inscribed in large letters on canvass and conspicuously displayed were the words "FRANCE AND AMERICA UNITED. THE INDEMNITY BILL PASSED April 18, 1835." The Boston Light Infantry, under Captain Weston, attended by the Brigade Band, were present by invitation, and performed escort duty on the occasion, adding much to the interest and brilliancy of the scene.

After the cloth was removed, General Sumner, who presided at the tables, addressed the company in some interesting historical remarks at the announcement by the toast-master, Zebedee Cook, Esq., of a sentiment from the president of the East Boston Company. On motion of F. J. Oliver, Esq., General Sumner's address, by an unanimous vote, was ordered to be printed; it was copied into the *Columbian Centinel* (and also into the *Bunker Hill Aurora*), from which we extract it, not so much for the sake of the address, as for the facts it contains, and as descriptive of the spirit of the occasion.

It is well to remark in this connection, that this address was delivered before the author had made the history of the Island a subject of the minute investigation, the results of which are set forth in these pages, and any trivial mistakes which it may contain are corrected in the main narrative. It was as follows:—

"Gentlemen,—I have been requested within a day or two by my brethren, the directors of the East Boston Company, to

give some account of the Island which is the scene of the present celebration. It was supposed by them that a short history of the place might be interesting to those who attach to its future destiny some degree of importance, and of the persons who formerly occupied it, to their numerous successors. It would be quite unsuitable to the spirit of this occasion were I to detain you long with a dull recital of historical events. My notice of them will therefore be short, and merely introductory to the sentiment I propose to offer at its close. The antiquarian, I trust, however, will find something in them to allay his thirst of inquiry, and the epicurean whose taste may hereafter be indulged in the luxuries of the Maverick House, a reason for the name which has been given to it.

“It was an ancient custom for those who undertook the erection of a temple, or engaged in commencing any work whose structure or plan was designed to last for ages, in laying its foundation, to deposit coins, medals, and inscriptions under it, or in some other way to make known to future ages the period of its commencement and the plan of the projectors. This custom has been continued to the present period in Europe, and is not wholly unobserved on this side the Atlantic. Whether the substitute of a dinner, speeches, and toasts commemorative of such events, transmitted to posterity through the press, is not an improvement, I must leave to the decision of those who have often felt the soul-stirring influence of that eloquence which has so often charmed our festive boards. This mode of celebration frequently converts the moments of our highest hilarity into periods of the greatest mental improvement, and makes that which might otherwise have been a mere epicurean or bacchanalian festival, a means of softening the rigors of bigotry and the asperities of party. When these celebrations take place in times of prosperity, they increase the common interest for the advancement of the project; and, when the sources of that prosperity are in peril, their influence is to produce in all who engage in them united, patriotic, and hearty efforts for the common weal.

“It is only two years since a steam ferry-boat was permitted to cross the channel to the place from which I address you. The proprietors of this Island, on the 4th of July of that year,

“The amount received for the choice of lots, over and above ten cents per foot, shall be divided among the subscribers in proportion to the number of feet of land by them respectively taken.

“Such of the subscribers as shall not purchase a right of choice shall make their selection from the remaining lots, in such manner as a majority may agree.

“The sale and choice of said lots shall take place on the fifteenth day of May next, or as soon thereafter as the superintendent shall direct.

“The hour and place of said sale shall be appointed by the superintendent of the East Boston Company, and the whole business shall be under his care.

“Now, therefore, we the subscribers, in consideration of five dollars to each of us paid by the East Boston Company, a corporation established by law, the receipt of which we hereby acknowledge, do each for himself, and not the one for the other or others of us, hereby promise and agree to and with the said East Boston Company in manner following, that is to say:

“That we will severally pay, in the manner and on the terms and conditions hereinafter mentioned, the amount of consideration, whenever the same shall have been ascertained and determined, for the land hereto subscribed for by us respectively, and at the aforesaid rate of ten cents for each and every square foot thereof; and that we will pay for the same agreeably to the following terms of sale, to wit:

“Twenty per centum in cash on the delivery of the deed;

“Fifteen per centum in one year, with interest;

“Fifteen per centum in two years, with interest annually;

“The balance in ten years, with interest annually; the whole to be secured by note and mortgage. Or if a purchaser shall, within twenty days after the sale of the lots as aforesaid, give a bond to the company to erect a dwelling-house within two years, the balance due at the time of the completion of the house may remain on interest for a further time, if required, not exceeding ten years from the sale.

“Purchasers in every case to have the right of paying the whole amount in cash on delivery of the deed.

“The streets on the hill, as described on the plan, to be laid

out and graded at the expense of the corporation during the present season.

“The hill in no part to be reduced in height more than six feet from its present elevation, and the grading of it, and of the streets, to be under the direction of S. P. Fuller, city surveyor.

“No factory or mechanical trade to be carried on within the limits of the lots now offered, unless it shall be within fifty feet of the lower street on the south side of the hill.

Francis J. Oliver	2 lots.	B. T. Reed	1 lot.
Stephen White	3 “	Grenville T. Winthrop . .	1 “
Daniel Webster	1 lot.	John Brown	1 “
James W. Paige	1 “	Robert G. Shaw	1 “
Samuel S. Lewis	1 “	Levi R. Lincoln	1 “
Amos Binney	1 “	Joseph Ripley	1 “
Edwin Adams	1 “	Benjamin Lamson	1 “
Daniel D. Brodhead . . .	1 “	Seth E. Benson	1 “
Amni C. Lombard	1 “	C. E. Bowers	1 “
William H. Sumner	1 “	George Darracott	1 “
Benjamin Welles, by Wil-)	1 “	Peter Dunbar	1 “
liam H. Sumner)		Samuel A. Allen	1 “
J. C. Tebbets	1 “	John Henshaw	1 “
Jos. Marriner	1 “	Gardiner Greenleaf . . .	1 “
		Total	30 lots.

Our national birthday, the 4th of July, was appropriately celebrated at East Boston this year by the Washington Society, a political organization. They were carried over from the city and taken back at night in the steamer Connecticut, Capt. Porter, and under the extended shade of the willow trees on the hill north-west of Maverick square, the company, numbering five hundred persons, sat down to a public dinner. The day passed off pleasantly; the excellent dinner, the appropriate speeches and sentiments, and the content and enjoyment of all, made the ceremonies agreeable, and the celebration — the first public one upon the Island — was a happy inauguration of all which have followed.

The work of “filling up” or “making land,” which has increased the area of the city so much, was early commenced at East Boston. This was rendered necessary from the character of much of the land, which otherwise would prevent the

laying out of straight streets, and the extension of wharves into the channel. H. Cummiskey and P. McManus made a contract with the company to fill in and make the street and wharf from Maverick square to the ferry, by removing earth from the garden and the hill north-west of Maverick square. This work was commenced on the 9th of July.

It has been mentioned, that a loan was authorized by the company on the 23d of May. Up to the 6th of August, no application had been made; by a vote on that day, the directors as individuals were directed to endorse the treasurer's notes for such sums as might be necessary to carry into effect the votes of the corporation, and the company would hold the endorsers harmless from any danger which might result from such a mode of procedure; in this way, individual credit effected what a corporate body could not.

One of the first and most important subjects demanding the attention and action of the company was the location of streets. The narrow and crooked streets of Boston were a continual and sufficient warning to the proprietors to lay out wide and straight streets on the Island before houses and stores were built, for in this way only could regularity and convenience be secured. The old parts of New York and Boston are most perplexing instances of building according to individual fancy, without the slightest regard to appearance, system, or the prospective growth and consequent demands of a large city. A systematic arrangement of streets, squares, and lots on the Island would secure immediate advantages, and make provision for future wants, while at the same time such a course would eventually be the most profitable one for the company. On the 6th of August, an examination of the southern part of the Island was made with reference to the location of streets. Belmont square, and sundry streets, had been named prior to this (May 30th). The very day previous, Mr. Guy C. Haynes had raised his house at the corner of Webster and Cottage streets, now lot No. 94. Mr. Haynes had selected this spot in June, and on the 29th of that month raised his barn, into which he moved his furniture on the 25th of July. This was some months before the company were prepared to give their deeds. On the 3d of September, and when the house was about half

finished, Mr. Haynes moved into it from Boston. His family then consisted of himself, his wife, and her sister, and was the first family which moved to the Island after the incorporation of the East Boston Company. This house was the first one built



Residence of Guy C. Haynes. First House erected in East Boston, August, 1833.

in East Boston, and is still occupied by Mr. Haynes.¹ His appreciation of the future prospects of the Island was in striking contrast to the views held by Mr. Williams. Mr. Williams, as we have seen, who had been for many years a resident upon the Island, refused to accept the gift of an acre of land on condition that he would erect a house upon it for his residence; while Mr. Haynes, with a speculative turn of mind, not only purchased a lot and erected a house, but made early application for the purchase of East Wood Island, so called, consisting of about eighteen acres! This proposal, which eventually would have proved a most lucrative one to Mr. Haynes, was not accepted by the company, as it did not sell land by the acre.

On the 13th of September, Mr. Fuller's plan of streets was adopted, and it was voted that reference should be had to this plan in the deeds made by the corporation.² The streets were

¹ The author acknowledges his indebtedness to Mr. Haynes, who has kindly furnished him with the accompanying picture of the house.

² For a description of this and other plans of East Boston, see particular details near the close of this chapter.

laid out wide and straight, regardless of the expense required to secure regularity and uniformity by crossing low grounds and filling up the marshes.

To those who looked only at present requirements, this appeared to be a needless outlay of money. So it seemed when Sumner Street was laid out over the creek. Mr. Williams came to General Sumner, and with great solicitude inquired if he knew what Mr. Saunders the surveyor was doing. Upon being asked to what he referred, he answered, "He is laying out the street from the house to Camp hill, lengthwise of the creek; the filling up of which will involve the expenditure of a great sum of money, which may be saved by a curve over the beach." The general answered that it was done in a straight line in accordance with the wishes of his associates, who thought, that, although the street would be made at great cost, the future benefits would more than compensate for it; and that, by making straight and wide streets, disregarding small obstacles, the money would be well spent, for the lots would bring greater prices. Mr. Williams listened in astonishment to hear that this seeming extravagance was authorized, and said, "Why, General Sumner! you do n't tell me that *you* agreed to it!" Upon being answered in the affirmative, Mr. Williams replied, "Well! I always thought you knew something before!"

By the plan adopted, the streets were located in straight lines and of generous width, and their regularity and excellent adaptation to business, and an increasing population, add very much to the beauty of the Island and the value of the property.

At this time the subject of land transportation by steam power was the principal topic of conversation. Public curiosity was excited in reference to the newly invented means of conveyance, and every one took a deep interest in an experiment which, if practically successful, would be of inestimable importance to the travelling and business community, and revolutionize the whole system of intercourse and trade. Propulsion by steam power had already been successfully tried in England, while the laying of iron rails for loaded cars drawn by horses had been in use there since the iron railway at Whitehaven in 1738; and as early as 1801 the Surrey iron railway for horses

was sanctioned by act of parliament. The first locomotive which was successful was constructed in 1824, and attained a speed of six miles an hour. The Stockton and Darlington road, opened in England in 1825, and the Liverpool and Manchester (Eng.), finished in 1829, fully demonstrated the feasibility of this mode of transportation, and thinking men inquired why the experiment could not be as easily and as successfully tried in this country. Indeed, already at Quincy, rail-cars ran from the granite quarries to tide water upon a road built in 1827, and thus the whole subject had been brought nearer home, and in its most practical light. The public mind was awake to the importance of the enterprise, and scientific and practical men turned their attention to this new motive power with that interest which every valuable invention secures. Various projects were suggested, and plans proposed; and of these the ingenious but unfeasible plan invented by Col. Henry Sargent demands a notice here, as he made the Island the site of his experiment. His invention was called "the suspension railroad," and had cars to be propelled by steam power, but the running construction differed from any road then proposed. Its peculiarity consisted in the use of one rail instead of two, and by this construction with cars especially adapted for the purpose, the inventor claimed that the same results could be obtained as with the use of two rails, and at a great saving of expense.

At this early period in the history of the East Boston Company, the permanent establishment of a ferry to the city was a matter of vital importance to the interests of the Island; and although the regular running of a boat was attended with considerable expense to the company, as the passengers were of necessity very few, the prosperity of the Island depended in a great measure upon its maintenance,—a sure means of intercourse with the city being required by the mechanics and laborers upon the Island.

Taking advantage of this state of affairs, Col. Sargent rightly conjectured that the company would favor any plan which would tend to increase the passengers over the ferry and make it at least a self-supporting concern, and that he would be permitted to locate his road upon the Island on very favorable terms. Consequently, with all the enthusiasm of an inventor, he laid his

plans before the company, fully impressed with the value of his invention, and with the idea that when the road should commence operation, crowds of people would flock to the Island to witness and enjoy this novel and much talked of means of conveyance, especially his peculiar adaptation of the new motive power. Thus he argued the receipts of the ferry would be very much increased, and his invention would make the Island a centre of attraction to a multitude of people. Although the company had no great confidence in the ultimate success of the experiment, still, wishing to give encouragement to all plans which in any way, however indirect, would benefit their property, they permitted him to construct his rail upon their land, and in May, 1833, appointed Messrs. White and Oliver a committee to confer with him on its location. The rail was erected in the summer of 1834, and extended in nearly a northerly direction from Hotel square to Bennington street, across the marsh, and parallel with Meridian street. The cars were constructed with seats for half a dozen persons each, and hung on both sides of the rail on which they ran, and from which they were suspended. The rail was supported by posts sunk in the marsh; and the cars, which hung from both ends of a bar, which by means of wheels ran upon the rail and at right angles to it, were kept in position by lateral wheels, and, from their appearance, were waggishly and not inappropriately called "saddle bags."

A small engine commenced running with a passenger car on the 22d of August, but although this was in the infancy of railroads, when the subject was the theme of general conversation, and indeed this was the first attempt in this vicinity to carry passengers by means of steam power, the experiment failed. The fare was quite low, but the passengers were few; and after being a nine days' wonder, it was discontinued. The standing rail remained a year or two, and some of the posts are even now met with under ground in the building operations on the line of the road.

Col. Sargent applied to the company for indemnity for his loss in this unfortunate enterprise, although he alone was responsible for its plan and its expenses. He preferred a claim against them, and a committee was appointed to settle with

him. They agreed that if he purchased a lot of land at a public sale which was to take place on the 2d of June, 1836, whatever sum was allowed him in the adjustment of his claim against the company for his railroad should be received on account of his purchase-money. It does not appear, however, that he ever made any such purchase, or ever received any indemnity from the company.

The sale of the choice of lots on Belmont (as specified in the subscription paper given on a previous page) took place on the 25th of October, 1833. This first public sale was remarkably successful, amounting, according to the treasurer's report made on the 30th of October, to \$54,000. The same report gives the amount of sales on other parts of the Island at \$32,000, making \$86,000 in the whole, or \$6,000 more than the whole cost of the Island. The success of this sale shows that confidence was secured for the company, and in its satisfactory results well illustrated Campbell's oft-quoted line, that

"Coming events cast their shadow before."

The sale of land on the Island was of course of the first importance to the company, and any proposals to purchase lots secured immediate attention.

One day in September, 1833, as the directors were crossing in the ferry-boat from the Island to the city, Mr. Lewis, the superintendent, informed them that he had received an offer for certain lots of land, and wished to know whether he should accept it. Interest was immediately awakened, and the inquiry was quickly made where the lots were situated, and how much had been offered. Mr. Lewis answered that the land was the block of six lots directly in front of the Maverick House, lying between Hotel Square and Sumner streets,—the same land on which the Maverick church was subsequently built,—and twenty cents a foot had been offered for the whole. Such an unlooked for price gave the highest satisfaction to the gentlemen, and showed them in the most gratifying light the future prospects of their enterprise. Before their first pleasing thoughts at the favorable proposal had passed away, to the surprise of all, General Sumner said, "Gentlemen, you shall not sell the lots for twenty cents, for I will give you twenty-five." He at

the same time expressed his opinion that the land in question should not be sold, but be kept open, as the sale and subsequent improvements upon it would interrupt the view from the hotel, and make that less desirable as a place of fashionable resort, which should be one of their first objects; that the location was such that it must constantly increase in value, and that true policy would dictate the keeping of the lots open until some future time; yet, if the directors thought best to sell, he would give five cents per foot more than had been offered, and would keep the offer open until eleven o'clock on the following morning; in the mean time he wished the directors to consult together upon the expediency of the sale, and let him know the decision at the appointed time. At this point in the conversation, F. J. Oliver remarked that he would share the purchase with General Sumner at that price. The question was left undecided until the next day, when the directors, thinking the offer too good to be resisted, accepted General Sumner's proposition. Two reasons influenced him in giving this high price for the land; one was that the lots were among the most valuable of any possessed by the company on the Island, and were so centrally situated that all improvements upon the Island, wherever made, would tend to increase their value, so that their purchase at even a high price would be a good speculation; the other reason was, that, by an actual sale at a full price, the sale of other lots would be increased, and from the fact that those best acquainted with the Island property paid the highest prices, a confidence would be imparted to the community that the lands would be a remunerative purchase to those who early entered into the project. In accordance with the original proposition, Mr. Oliver shared in the purchase to the extent of one fourth.

The Maverick House, the raising of which was completed on the 13th of this month, was set back of these lots, so as to leave a large open area in front, and in this way the prospect from the house was left unobstructed, and the value of the adjacent land was very much increased. After the hotel was opened and became a place of fashionable resort, the company saw that a mistake had been made in selling this property. Centrally located, in front of a large and elegant hotel, the land

was a kind of exchange for the Island. The shade of the great willow tree in the centre, under which seats were conveniently arranged, invited knots of persons, who discussed land speculation or politics, as the occasion dictated. The company did not wish to buy back the land, as the purchase-money was of more immediate use to them. But perceiving that buildings were being erected around it, and that the Maverick House was thronged with fashionable visitors and boarders, they did not think it advisable to have the land closed up, and, in order to keep it open, on the 2d of November, leased it of Messrs. Sumner and Oliver for five years, with the condition that it should be used as a public area, and for that purpose only, and at the annual rent of \$324, being the amount of interest on the purchase-money (\$5,333.33). No taxes were levied on this land, as it lay open for public use. To show that a proper estimate was placed on the prospective value of these lots, it may be stated that the proprietor of three fourths realized in the sale, after deducting the first cost and the interest upon it for twelve years, when the last sale was made, and incidental expenses, a net gain of \$10,970, an advance almost without parallel in the history of land speculation in this vicinity.

On the 21st of November, Dr. John Jeffries erected his house, the second one built in East Boston, and occupied it as a summer residence in 1834. This house was on lot No. 64, at the south-eastern extremity of the Island.

Within the limits of East Boston, and belonging to the company, were included East and West Wood islands, containing about forty acres. Wishing to bring as much of the property as possible into a productive state, the superintendent was authorized, in December, to lease Wood island to Dr. Benjamin Shurtleff, on such terms as he considered best for the company. Afterward, about ninety acres of flats were enclosed by a permanent sea-wall, extending from Maverick street in section No. 1 to West Wood island, a distance of three thousand feet.

During this year the old barracks which remained in the fort in Belmont square¹ were removed to the third section, and

¹ Fort Strong. For description, etc., see Chapter XIII., Military History of the Island.

fitted up for a house for Thomas Williams's farmer, Mr. Haley.

The year 1833 was a busy one for the company ; surveys and plans were to be made, projects of various kinds to be considered, streets to be located, wharves to be built, a ferry to be established, buildings to be erected, loans to be made and debts to be paid, land to be sold, provision to be made for future demands, and, indeed, the whole system of operation was to be put in motion, by which sufficient inducements should be offered to secure the settlement and prosperity of the Island. It was important to start right ; to avoid extravagance on the one hand, or a disastrous parsimony on the other, either of which would make shipwreck of the whole undertaking ; to know the boundary line between sound enterprise and rashness, between prudence and treacherous caution ; to anticipate future prospects and wants, while providing for immediate necessities ; to secure, by prompt and vigorous action, an early realization of some of their designs ; and, in short, to pursue such a policy that the community would feel a confidence in the company, and public opinion favor the undertaking.

To secure this, the first year's operations must be comprehensive and at the same time safe, and these two essential qualities seem to have been most happily combined ; it would be difficult to find a corporation whose duties were so multiform that made so few mistakes. The close of 1833 found the East Boston Company in a prosperous condition. In many respects the most difficult point had been passed, a systematic plan of operations had been commenced, and an energetic and executive management controlled the whole.

During this year the company had been incorporated and organized ; streets, squares, and lots had been laid out for dwellings, public purposes, mechanical establishments, and wharves ; two dwelling-houses had been built, and a large and elegant hotel commenced ; the East Boston Wharf Company had been incorporated, and had commenced operations ; a ferry had been established ; a petition had been prepared for a free bridge to Chelsea ; land had been sold to the amount of eighty thousand feet for the East Boston Timber Company (and, in seven months, land had been sold on the Island to the amount of

\$86,000); the subject of the Eastern Railroad had been raised and vigorously prosecuted, and a series of undertakings had been started, which would ultimately develop the capabilities and resources of the Island. Careful and prospective action and a generous outlay of money characterized this first year's work of the company, and a basis was thus laid the results of which will always be seen.

The census of the Island for 1833 was as follows:—

	Male.	Female.
Guy C. Haynes, wife and sister	1	2
Mr. Haley and wife ¹	1	1
Chas. M. Taft, housekeeper and daughter ²	1	2
	<u>3</u>	<u>5</u>
Total	8 persons.	

If the year 1833 was a busy one, the year 1834 was emphatically so for the company, and for others who had determined to make the Island a place of business and profit. As the spring opened, various plans and enterprises began to take a definite form. An important measure, secured in the early part of this year, was an act of incorporation for the proprietors of the Chelsea Free Bridge;³ for, of necessity, the prosperity of the Island must in a great measure be dependent upon the facilities of communication between it and the main land. This bridge would open a new and valuable public thoroughfare, and by increasing the means of intercourse, would render the Island more desirable as a place of residence or of business.

In the spring a ferry landing was secured on the Boston side at Lewis's wharf; but it was not until September that a suitable place could be obtained on the East Boston side. This same month, in order to meet the demands of the rapidly increasing business, a new ferry-boat—the "Maverick"—was contracted for. The "East Boston," contracted for in October, 1833, was

¹ Left in 1834.

² Left in 1835.

³ See "Chelsea Free Bridge," Chap. XVI. The name is now altered by the city government to Chelsea Street Bridge.

saluted those who assembled here for its celebration from a tent erected on the then commanding heights, which are now fast fading from the view, as the only place of sufficient accommodation. On that day they convened to celebrate the greatest political event that history has recorded, or the imagination of poets indulged; I mean the subjection of man to the moral government of his own will as a substitute for the physical restraints of others' rule. It was on the 4th of July that this country was declared to be politically free — free from the shackles of the British parliament and the monarchy; religiously free — free from the power of popes and synods; morally free — free to think, to act, and to suffer; physically free — above the power of England to subdue, or a world in arms to conquer. To the cause they then met to celebrate, the proprietors of this Island early made a great sacrifice. It is now within the recollection of a venerable gentleman,¹ who, I hope, is present, but whose letter I have before me, of having seen, on the 10th of June, 1775, a week before Bunker Hill battle, the elegant establishment of Mr. Yeamans, and four other houses, with all their barns, out-houses, and buildings in flames; the torch having been applied under order of Colonel Stark, the commander of the American troops, to prevent the enemy from taking possession of them.

“The venerable mansion which was placed upon the old cellar, recently the only dwelling upon the Island, composed a part of the barracks of Washington's army, at Cambridge, in 1775, and after the flight of the British from our harbor, when his encampment was broken up, was given to Mr. H. H. Williams, the lessee, in remembrance of his patriotic services. These the immortal donor always knew how to recognize, more especially such as he had it not in his power to requite. From the long occupancy of it by himself and his true-hearted son, the Island was often familiarly called by their name, Williams' island. Washington's barracks, with which are associated so many interesting reminiscences, stood on this commanding position for half a century, witnessing the wonderful progress of improvement which your city has exhibited, and at last, in

¹ Mr. Marston.

submission to it, was itself obliged to give way for the extensive hotel erected near its site. This the skilful mechanics of Boston projected, and with the labor of their own hands have constructed, in a manner equally evincive of the purity of their taste, and of their full expectations of the rapid progress of the settlement which they chose for its location. But although, in the spirit of the age, the old mansion has been removed, as the circumstance of its first occupation, which has been related, has furnished the East Boston Company with the emblem of a corporate seal, its impression, we trust, will ever revive the recollection of the interesting events with which, in every patriot's mind, it must always be associated.

“The first notice we find in the public records of Noddle's Island, is a vote of the government of the colony, in 1631 (July 5th), ‘that all the islands within the limits of this patent, viz. Conant's Island, Noddle's Island, Thompson's Island, together with all other Islands within the limits of our patent, shall be appropriated to public benefits and uses, to be let by the Governor and Assistants towards the support of the public charges, and that no person shall make any use of said Islands, by putting on cattle, felling wood, or *raising slate*, without leave of the Governor and Assistants.’ Thompson's island was called after the first occupant of it, and Conant's, it is presumed, was also; but why the Island we are upon was called Noddle's Island, neither history nor tradition informs us; and it is past my noddle to conjecture. The only one which I can venture to make is (and this would not be allowed on a less sportive occasion), that, as one of the islands in the harbor was called *Spectacle* island, from its resemblance on the map to the greatest of all optical assistants, this might have derived its name from that marked protuberance of the human *noddle* upon which the spectacles are usually surmounted. But whatever motive may have influenced our ancestors in giving it that appellation, those who have become interested will never have occasion to regret, I hope, that it entered into their noddles to purchase.

“On 3d April, 1632, it was ordered, ‘that no person whatsoever shall shoot at *Fowl* upon Pullen's Point or Noddle's Island; but that the said places shall be reserved for John Perkins to catch Fowl with *Nets*.’ This was the first game law of the

colony; but whether the ducks or plover which frequent the Island were then caught here with nets, is more than I am able to inform you. It is, however, more probable that the wild pigeons which frequent the first clearings in the woods were the fowl which Mr. Perkins had the exclusive privilege of netting. It does not appear on the face of the grant what consideration was paid for it, nor why Mr. Perkins should have had this exclusive privilege. I shall leave it to your own conjecture to determine whether, as the public always like a *quid pro quo* for all their grants, it is not more than probable that the grantee was the generous ancestor of a gentleman of the same name, who in our day has so distinguished himself by his munificent liberality. If so, the grant may be easily accounted for, as the public would have rested in security of receiving its consideration in the receipt of a full tithe of the earnings of his industry. However that may be, it appears that Mr. Perkins enjoyed his privilege but for a little time, as we find that on the first of April, 1633, 'Noddle's Island was granted to Mr. Samuel Maverick, to enjoy to him, his heirs and assigns forever, yielding and paying yearly at the General Court, to the Governor for the time being, either a *fat Wether*, or a *fat Hog*, or forty shillings in money, and shall give leave to Boston and Charlestown to fetch wood continually as their need requires from the southern part of the said Island.' Mr. Maverick, at this time, was the liberal entertainer of the court and assistants. Josselyn says 'he was the only hospitable man in all the country, giving entertainment to all comers gratis.' Mr. Maverick's grant had some relation to the facility with which he could furnish a good fat wether or a fat hog (it seems they went the whole hog in those days as well as these) for the governor's election dinner at the opening of the general court, although for one year, 1636, he paid his forty shillings into the treasury. The name given to the house, we hope, has no inapt allusion to the good things with which the public may be hereafter supplied at the bountiful board of its present occupant, the prototype of his generous predecessor, who is characterized in Prince's Annals as 'a man of a very loving and courteous behavior, and *very ready to entertain strangers*.'

"It is a little curious to observe, from the public records, how

much every thing was made to give way, in the infancy of the colony, to the *public* necessities. Mr. Maverick's grant of the Island was from the colonial government, who alone had authority over it; yet we find on the town records, that the use of the land, for a time, was given to others.

“‘9th February, 1634-5. At a general Meeting upon public Notice.

“‘Imprimis, it is agreed by general consent, yt all the Inhabitants shall plant eyther upon such ground as is already broken up, or inclosed on the Neck, *or else upon the ground* at Noddle's Island from Mr. *Maverick's Grant*, and that every able man fitt to plant shall have allowed him *two* acres to plant on, and for every able youth one acre, to be allotted out by Mr. Hutchinson, Mr. Cogan, Mr. Sampford, Mr. William Cheeseborough, and Mr. Brenton, or any three of them.’

“On 7th December, 1636, the jurisdiction of the Island was laid to Boston; and on the 6th May, 1640, it was declared that ‘all the Flatts round about Noddle's Island, do belong to Noddle's Island, to low water mark.’

“While, therefore, our respected guests who are on the committee of the state authorities for defining the limits to which the projected improvements in Boston harbor shall hereafter be confined, are looking out to see how the presumptive titles of others can be limited, Noddle's Island, whose flats, in the whole extent of them, are as much a matter of irrevocable grant as the upland on which you stand, most respectfully says to them, *Noli me tangere*.

“It is to that condition of the grant which reserved to the inhabitants of Boston and Charlestown the liberty to cut wood upon the Island, that we are to attribute the present unshaded appearance of its surface. But the richness of the soil, and the few large trees which are now scattered over it, evince the certainty with which the forests of the Island might be restored, if other destinies did not await it.

“The unconditioned title to the Island was obtained by the payment of THIRTY pounds sterling to the governor, in 1682, by Colonel Shrimpton, its then proprietor. I see a smile on your countenances at the inconsiderableness of the sum which was paid for its purchase. It so appeared to me until upon an ac-

curate cast of compound interest upon that sum to the present period, I found it would be equivalent to a purchase, at the present time, of \$2,000,000.

“It may not be an uninteresting digression for me to inform you that Lovell’s Island was granted to Charlestown, provided they employ it for fishing by their townsmen, and hinder not others. Thompson’s island was laid to Dorchester, Deer island, Hog island, and Spectacle island to Boston. Conant’s (now Governor’s) island was granted to the governor (Winthrop), he paying an annual rent of a hogshead of wine that should be made thereon. Afterwards, at the governor’s request, when his experiment of a grapery had failed we presume, the condition was changed from a butt of wine to two bushels of apples, one for the governor, and the other for the general court in the winter session. You will observe from the terms of the grant that the wary governor took care to free himself from rent until his grapes produced the wine, and until his orchard bore, for the apples were to be ‘of the best apples *there growing*.’ As the governor secured one of these barrels to himself, and apples were very scarce in those days, it was fortunate that the general court consisted of but a few members; for if there had been as many as at present, the representatives of the people would scarcely have had an apple apiece, unless they ate them at the governor’s table.

“Of the islands in the harbor we find but little mention, after their respective grants were made, until a fort was ordered to be built on one of them, by the towns on the bay; and, to convey to our military friends here present some idea of the knowledge of our ancestors in engineering, I will mention the dimensions of the fortress, which was erected for the protection of the colony. It was required to be fifteen feet square and ten feet in thickness, and was to be garrisoned by twenty men. This fortress gave the name of Castle to the island on which it was situated. There are but few who now hear me that do not know that Castle island was ceded to the government of the United States in 1798, and the fortress upon it is now called Fort Independence.

“This, though the first work of the kind which was built by public contribution, was not the first place on which guns were

mounted (if indeed they were there); for Mr. Maverick, so early as 1630, built a small fort on Noddle's Island, with four great guns, to protect him from the Indians. This also overlooked the anchorage ground of the ships of the company lying in the Winnisimet channel, between Noddle's Island and Charlestown; and hence the terms of the grant of a ferry in July, 1638, from Boston to Winnisimet, Noddle's Island, and the ships. The ships lying in the course of the ferry to Winnisimet, the ferry-men were authorized to take toll in carrying passengers to the ships, as well as to the main and the island, opposite to which they were anchored.

"We find mention of several Mavericks in the early history of our colony. There was a family at Dorchester of that name, Mr. Moses Maverick, who married Mr. Allerton's daughter, at Marblehead, where he obtained leave to sell a *butt* of wine a year. The like license was granted to Samuel. The Mavericks were among the first freemen admitted in the colony. John was admitted a freeman in 1631, Samuel and Elias in 1632; and in that year we find that Mr. Maverick, Jr., who might have been Samuel's son Nathaniel, was appointed to settle the difference between two of the most important towns in the colony, Charlestown and Cambridge, then called *the Newtown*. Mr. Maverick, Sen., was appointed to take depositions. Hence we presume they were a family of talents, wealth, and influence. Of influence they must have been, or they could not have obtained licenses to sell wine, when the rest of the colony were prohibited from drinking '*strong water*,'—and of wealth, or they could not have purchased so heavy a stock as a whole butt at a time.

"Mr. Samuel Maverick, under the protection of his great guns, and having liberty to sell wine when the drinking of strong water was prohibited, soon felt his independence of the colonial authority. His island was a place of resort for those who, like himself, lived freely, in despite of the puritanic manners of the times. We often find him, therefore, obnoxious to public censure. For though, in 1633, he received a grant of this Island upon which he lived, and the year following of the ferry to Winnisimet, yet he was such a high liver that the general court took him in hand in March, 1635, and ordered

him, under the then enormous penalty of £100, three times as much as was paid for the Island half a century afterwards, to move his family to Boston, and in the mean time, that he should not give entertainment to any strangers for more than a night at a time, without leave of one of the assistants. In 1639, we find he paid in £5 of his recognizance for the appearance of Edward Saunders; and in 1641 he was found guilty of a confederacy with Thomas Owen to break prison, and concealing him on his island, and fined £100. In 1642, he was found guilty of laches in not paying his fine, and he was ordered to pay £30 presently, and £30 more in six months, *good pay*. Having learned wisdom from experience, Mr. Maverick's rent was probably paid *in kind* after this, as we find in 1739 he was more in favor; for the record says, being bound in £20 for the good behavior of a person by the name of Hogs Flesh, and said bond being forfeited, upon his petition to the court, his engagement was remitted. As he so liberally dealt in that article for the benefit of the general court, I presume they got their pound of flesh before he was released from his fine.

"The rulers of those days were very provident of their own interests, as will be seen by several grants of ferries, in which they reserved to the magistrates and deputies a free passage. This was not thought of in some of the early grants, but was corrected in the order of 1744, as far as it regarded those grants in which the ferriage was not reserved, by a direction that their own passages with their necessary attendants should be paid by the country.

"The title to the Island passed from Mr. Maverick and his son Nathaniel to Capt. Geo. Briggs in July, 1650. In their conveyance, mention is made of the mill, mill-house, and bake-house. This is the earliest reference I can find to the mill, which undoubtedly stood on the old dam across the east bay, the foundation of which is now observable at low-water. This was probably the first mill which was built in the colony. The deed was in consideration of the payment of 40,000 lbs. of good white sugar; which, not being paid, it afterwards become questionable whether the title passed. The jury being unable to agree, in an action which was brought by Col. John Burch, as assignee of Capt. Briggs, the great and general court took it in

hand, and decided 'that possession of the Island was to be delivered to Col. Burch upon the tender of £700 sterling, at the storehouse next the water's side, at the *Bridge in Barbadoes, in good merchantable sugar*, at prices current, as for Bills of Exchange, payable in London at 30 days' sight.' So it seems that the Island was considered as a sweet morsel, even in that early period of our history, and was then as readily convertible as now into bills of exchange at thirty days' sight. What remarkable changes have since taken place in the relations of things! Instead of Noddle's Island land being paid for in sugar at a West India wharf, West India sugar is now brought here to pay for island lots. The next tender of sugar for land we shall hear of, instead of being at the storehouse next the water's side at the bridge in Barbadoes, will be at the storehouses of the magnificent Sugar Refinery next the water's side, on East Boston wharf.

"From Col. Burch the title passed to Mr. Richard Newbold, and from him to Sir Thomas Temple, in 1668.

"From the latter gentleman, two years afterwards, or 165 years ago, it was sold to Col. Samuel Shrimpton, the ancestor of two of its present proprietors. In Sir Thomas Temple's deed to Col. Shrimpton it is described as 'all that Island or *Continent of land* estimated to contain *one thousand acres, &c.*' If that was a correct estimate of the quantity the *continent* of East Boston then contained, it has lost by the action of the sea, in the last 165 years, about one third of its whole dimensions, and is now reduced down to a simple island of 663 acres.

"Col. Shrimpton's name occurs very often on the records of the colony. He was a great land speculator, and was one out of six grantees of the town of Brookline, then called Boston Hog Pasture. He owned the land on which the State house stands, and Beacon Hill. His town house was in State street, where the Merchants' Bank stands; his country house was on this continent, and stood over the cellar from which the late Mr. Williams's house was recently removed.

"John Yeamans married Colonel Shrimpton's granddaughter, to whom the estate was devised. She died at the age of nineteen, leaving one child and heir, Shute Shrimpton Yeamans, whose beautiful portrait, painted by a master-hand, is now be-

fore you. He died in London, in 1769. He devised his estate to trustees for the use of his two sons, until one of them, or his issue, attained twenty-one years, or died without issue; and in default of said issue, to the use and behoof of his aunts, Mary Chauncy (wife of the Rev. Dr. Chauncy), Sarah Greenough, and Mehitable Hyslop. By the unexpected death of the two sons of Mr. Yeamans in London, the latter devise took effect; and thus, through the intervention of that blind goddess, who does more good things with her eyes shut than all the rest of them with theirs open, this American Island has become the object of improvement by American hands.

“In connection with the history of the Yeamans owners, I cannot omit to name a very curious historical coincidence of design. John Yeamans, who lived on this Island, owned also a large farm in Chelsea, then called Rumney Marsh. It appears in answer to his petition, that the very project of opening a road across this Island, and connecting it with the main by a free bridge, the accomplishment of which we have met to sanction, was brought forward by him in 1727, upwards of a century since.

“The record says: ‘The committee having considered the subject-matter of the petition of John Yeamans, Esq. and others, about a bridge to Noddle’s Island, etc., together with the objections of several of the inhabitants of Rumney marsh, apprehend that the erecting a good substantial bridge from the main, at Winnisimet side, to Noddle’s Island, will not be disadvantageous to the town of Boston, provided the petitioner, John Yeamans, Esq. be obliged, at his own cost and charge, to make and keep in repair the aforesaid bridge forever, with convenient highways to the same, fit for man and horse to pass and repass, as well to the bridge on Winnisimet side, where the road may be altered for accommodating the bridge, and so from thence through Noddle’s Island to the place that may be assigned for transporting passengers and goods from the Island to Boston.’

“The foresight of our ancestor thus furnishes an answer to the remark of wonder we hear so frequently, that the plan of connecting the Island with the city was never thought of before; and his removal shortly after to Antigua, upon his appointment

to the office of lieutenant-governor of that island, from whence he never returned, gives the probable reason why it was not then accomplished.

“There has been but one effort to connect this Island with Boston made since that period; that was to have been by a bridge to the north battery, which the Salem turnpike corporation intended to have made an effort to obtain leave to erect the first year of the present century, in connection with their road, which they contemplated building across the Island, very nearly in the course of the one you see. The gentleman opposite to me, Mr. Derby, who, with Mr. Brown of Beverly, had the management of that concern, could give you a better account of it than I can. If he were addressing you, he would say, that, at that time, the navigation employed above the southwestern point of the Island, where the abutment of the bridge on this side would have been, was small, and a commissioner of the general government was engaged in surveying the Island with a view to its purchase for a navy-yard. So favorable was the impression the facts made in every respect, that hardly a doubt remained that this site would have been selected; and it was only by a mistake in regard to climate (which it would be entering too much into detail to particularize) that his report was made in favor of Charlestown. Mr. Henry Howell Williams told the committee, in my hearing, the opinion of Admiral Montague, who surveyed this harbor before the Revolution. It was related in the almost irreverent language of the sailor, — ‘The devil got into the government for placing the naval depot at Halifax. God Almighty made Noddle’s Island on purpose for a dock-yard.’

“The report of the commissioner in favor of Charlestown caused the directors of the turnpike to change their plan, and to construct their road in the more circuitous route, which is at present travelled. An unsuccessful attempt on the part of the late Mr. Binney, when he was navy agent, to purchase the point which is designated as the Marine railway on the plan, for the erection of a dry dock, left the whole Island free for the indulgence of that individual enterprise which has since been bestowed upon it.

“I could refer you, if time would permit, to the provision

made in the colonial history, to appropriations made for supplying the troops at the 'camp on Noddle's Island,' whence the name of Camp hill was given to that beautiful eminence overlooking the harbor, upon which Mr. Lamson has erected his elegant house, and which was the place upon which you bestowed your patriotic and voluntary labors in the erection of Fort Strong, for the defence of the harbor, in 1814.

"There are many other reminiscences, the recital of which would add to the interest of your rambles through the fields of the Island, over a great part of which, if the Almighty blesses our country with a continuance of its prosperity, soon, neither the lowing of the herds will be heard on its hills, nor the furrow of the ploughman traced on its plains. It will be but a few years only, until the projected wharves, docks, and building-yards now erecting upon the flats before us are completed; when the proud swelling canvas of our navy will pass not by the city to the navy-yard but through its masted forest of merchant-ships on both sides of its channel.

"The building of a city is not the work of a day. These are the beginnings. Its progress will be in correspondence with the public wants and its own facilities. Considering, then, the width of the streets and its healthy location; its advantageous water lots, bounding on the deepest channel of the harbor; the extensive water powers which the flats, within its promontories, comprehend; the beauty of its heights; the Nahant-like salubrity of its atmosphere; the purity of its springs, and its proximity to a crowded city of wealth and enterprise; the certainty of communication with it at all seasons of the year, and its immediate connection with the extended sea-coast east, and the populous region of country north, a great portion of the travel of which will pass over it; considering also the amount of capital already employed by companies who have chosen this site as the place of their extended operations, and the favorable auspices attending the commencement of the undertaking, it cannot be doubted that East Boston will soon rise above the condition of a suburb, and become an integral part of the city.

"Great destinies yet await our city. The enlargement of our tonnage, taken in connection with the extension of our manufactories; the opening of three great railroads, and the

increase of steamboats to the eastern ports, connecting the great interests of the seaboard and the country in all directions more immediately with the city; the improvements which are making in the city itself, and on the exterior boundaries of the waters which surround it, at Winnisimet, at Charlestown, at Cambridge, at Roxbury and Dorchester, all of which compose a part of this commercial capital; the high price of labor, and the rapid rise in the value of real estate in the hands of every purchaser; the happy reconciliation which is this day announced between our government and our ancient ally; all contribute to the public confidence in the long continuance of that general welfare which will give strength and prosperity to all classes of an intelligent, moral, enterprising, and happy community.

"These remarks hardly render it necessary that I should say that the subject of my toast is

"The City of Boston.—Her growth, her institutions, her enterprise, and her resources. May her moral, keep pace with her local, improvements."

After General Sumner's speech, several distinguished gentlemen offered remarks and sentiments, which were collected and published in the "*Bunker Hill Aurora*" of May 30, 1835, as follows:—

"Attorney-General Austin made some remarks in allusion to the traditionary character of Maverick, who is represented as of a 'very loving and courteous disposition, giving entertainment to strangers gratis.' In his toast, Mr. Austin very happily applied this remark to the East Boston Company, who, he thought, were not less loving, courteous, or hospitable in their entertainments than their ancient prototype.

"The following song was sung by Mr. Andrews, enacting, as Mr. Cook said, the stockbroker:—

"A STOCK SONG.

"DEDICATED, WITHOUT PERMISSION, TO THE HONORABLE THE BOARD OF
BROKERS.

"Would you grow rich, my boys, thus did fathers advise,
First go early to bed and then early arise,
But such old fashioned counsel our urchins now mock,
They may lay 'till 't is noon if they *get up their stock*.

Derry Down.

"Come listen, then, while I develop the schemes
That shall realize more than the wealth of your dreams,
While in mud — India rubber — soft iron — land — air,
I the various ways to make money declare.

Derry Down.

"Would you have your wealth handy, just under your eye,
Mill Pond and South Cove shares are what you should buy,
Where the flats are filled up, boys, their stock must be good,
And like ducks you'll grow fat, *if you dabble in mud.*

Derry Down.

"Or here's the *East Boston* — for such schemes a model,
They run up their stock, as they shake off their Noddle,
With good name and great riches, they go like a clock,
And your noddle you'll shake, if you don't buy some stock.

Derry Down.

"If land speculations are not to your mind,
In *Roxbury Rubbers* a fortune you'll find,
They rub out old scores — are worth more than they fetch,
And, like India Rubber, do well on the *stretch.*

Derry Down.

"If under earth's surface your fortune you'd make,
The *Malleable Iron*'s ¹ the stock you should take,
They have 'secrets worth knowing,' make razors from hoes,
And shave with a hoop all they take by the nose.

Derry Down.

"Would you grow rich in air — buy up *Lauriat's balloon*,
And you and your stock may rise up — to the moon;
Of this stock you may boast — it alone has the leaven
Of making you rich while *you are going towards heaven.*

Derry Down.

"If you will deal in stocks — know most money is made
By him who looks after *his own stock in trade*;
He who minds his own business will finally stand
The best speculator there is in the land.

Derry Down.

"*Salem and Boston* — united by the *old way*, brought nearer by the *new way*
— may they stand by one another *al-ways.*

"Mr. Saltonstall of Salem, said he was called upon unex-

¹ Referring to the Malleable Iron Works on Meridian street.

pectedly, and did not intend to make a speech. He made a few remarks (of which, for want of papers, we have no notes), in which he spoke of the improvements of the present day as but the natural result of the early efforts of our fathers.

“He also spoke of the ancient anniversary celebrated this day, which, before it was abolished by our general court, was the oldest anniversary celebrated in the country. To-day completed *two hundred and five years* since the first general court was held on board the *Lady Arabella*, at Charlestown. His sentiment was as follows :—

“Modern enterprise, modern improvement, modern institutions—the growth and expansion of the germ which was cherished and cultivated by the first settlers of Massachusetts.

“The toast-master announced the following toast :—

“*The University*—Our city schools send to it scholars fitted for its walls, and the city magistracy those best qualified for its highest honors.

“To this sentiment President Quincy replied. He said he would not say this was not Noddle’s Island, but he would say he could hardly realize it. He had known Noddle’s Island as a place to look at, but never to go to—a place where horses were kept in winter—from whence milk was brought in the summer—a place for sportsmen and sea-fowl—and where one family might possibly live, provided the name of that family was Williams. Now, said he, we are here, as it were in the city itself, with houses and large establishments and every sign of prosperity. Suppose a man had gone to sleep two years ago and should wake up on this Island. He would be in the condition of Giles Jolter (he thought his name was) who went to sleep in his cart with the oxen attached to it; when he woke up, the oxen were gone. Says he, ‘either I am Giles Jolter, or I am not; if I am Giles Jolter I have lost a yoke of oxen; if I am not Giles Jolter, I have found a cart.’ So would the citizen say, if this is Boston, she has found an island. Mr. Quincy said he had made a speech, but he did not intend to do it, and did not see how he had done it. [Gen. Sumner remarked, ‘We go neck or nothing here, sir.’] The band, to hold along the joke, played the ‘*College Hornpipe*.’

“Gen. Sumner remarked that many of the streets which have

been laid out on the Island have been called after distinguished gentlemen of the present day, and among them was, —

“ *Webster Street* — Which surmounts the highest hill and gives the best prospect of the country.

“ By President Quincy, —

“ *Daniel Webster* — May he soon stand in its highest place, and give the best prospects to his country.

“ Hon. S. C. Phillips of Salem being called upon, said he had been anticipated in what he might have to say by his friend (Mr. Saltonstall), who had, he believed, expressed the sentiment of the whole population of Essex county. He said they now felt the nearer they were to Boston and the closer their connection with it, the more certain was their growth, prosperity, and welfare. Boston is the true metropolis of the Commonwealth — they could not wish to reverse the decrees of nature in this respect — they would not rob her of the honor if they could do it. He gave, —

“ *Boston and Salem* — Brought nearer together by such improvements as we have this day witnessed; may they become closely united by mutual interests, reciprocal good-will, and a common *public spirit*.

“ General Sumner said a volunteer had been sent him from some old mouser of the public records, which he feared would not be understood unless he informed them that Mr. Maverick had a grist-mill on the Island, which he supposed was the first that was built, and supplied the whole colony.

“ *Maverick's Mill* — Those who expect to get a good grist, must put *corn* in the hopper.

“ Rev. Mr. Colman was announced by the toast-master as hailing from Franklin county. Mr. Colman said he hailed from Boston, and was born in State street. To show the great improvements which have taken place in Boston in his day, he said he remembered when every building in State street was occupied by a private family. He fell overboard, and was barely saved from drowning, after having sunk the third time, where Henry Rice's store now stands, in Liberty square. He said it was nothing to boast of, to be sure, but nevertheless, he was the first individual who had the smallpox in Boston. He

was carried to the pest-house, on what is now called Mt. Vernon. [We know an individual in this town, who was born in Pudding lane, now Devonshire street, who is fifty-eight years of age, and who had the smallpox in Boston when six months old. We think this must have been a prior case to Mr. Colman's.] Mr. Colman said, that formerly, all the buildings in Boston were three stories high or less. To show how recently four-story buildings were introduced, he himself laid some of the bricks of the first four-story building erected in Boston, — this was the store occupied so many years by T. K. Jones & Co. in Kilby street.

“Hon. A. H. Everett made some remarks in reference to the Malleable Iron Company and corporations in general. He held in his hand one of the German silver spoons (manufactured by Mr. Boyden of New Jersey, whose establishment has been purchased by the Malleable Iron Company), some of which are used at the table. He spoke in high terms of Mr. Boyden's enterprise and skill as a Boston mechanic, and concluded with the following sentiment:—

“*Boston Mechanics* — They know how to strike while the iron is hot.

“Mr. George Darracott made some remarks concerning workmen. He considered professional men, who worked with their heads, as hard-working men as others. He said they were always ready, whenever called upon or occasion required, to render their useful services to the mechanics of Boston. He spoke in high terms of Hon. Thomas H. Perkins, — his liberality, enterprise, and public spirit, — and gave as a sentiment, —

“The health, prosperity, and safe return of the Hon. Thomas H. Perkins.

“General Sumner cheerfully responded to that sentiment, and said, for himself, he would give to Mr. Perkins the ancient privilege of his ancestor, that of ‘catching fowle in nets on Noddle's Island.’

“Mr. Henry Williams addressed the company in his usual frank and emphatic manner, and passed many eloquent encomiums on Uriah Cotting, to whom this city was indebted for more improvements than any other man; for India wharf, Broad street, India street, Central wharf, New Cornhill, and

the Mill-dam, — (General Sumner said he deserved a statue) — Yes, sir, a statue at the head of State street. Mr. Williams said he did not know as he had any right to speak here. (General Sumner said that the name of Williams, by President Quincy's authority, gave him a prescriptive right to do any thing he pleased here.) It's true, sir, my name is Williams, and so was his. (General Sumner said 'he was Old Harry, and you are Young Harry, that's the difference.') He spoke of Aaron Cooley, another Yankee boy, to whose enterprise and spirit is due the completion of the celebrated Fairmount Waterworks at Philadelphia. Cooley belonged to Longmeadow, and was an apprentice boy of Jonathan Dwight. On the completion of the Fairmount Waterworks, — in the midst of the hilarity of that occasion, — speaking of the dam he had projected and thrown diagonally across the Schuylkill, he said in his enthusiasm, 'If they would find money, he would build a dam across the Atlantic.' He spoke also of the enterprise of Samuel S. Lewis, and concluded with this sentiment, —

"The true spirit of Yankee enterprise.

"Mr. Henry Rice followed him, and gave a short sketch of Uriah Cotting. He was a poor orphan, brought up by his uncle, and, at eighteen years of age, put all his property into a pocket handkerchief, and had twenty cents in his pocket. Mr. Rice gave some interesting historical reminiscences, and gave, as a toast, —

"The memory of Uriah Cotting.

"By William Hayden, Esq., city auditor, —

"*France* — The land of our ancient ally, the birthplace of our Lafayette; she has proved that she can be just, in despite of idle appeals to her chivalry.

"By John Henshaw, Esq., —

"*The people of Salem and Boston* — They have tried all ways to get together but the railway, and after all, that is the best way.

"Mr. E. Hersey Derby, of Salem, gave some interesting reminiscences. He related that on one occasion, travelling from Salem to Boston with his mother, who was unwilling to cross the ferry, he reached Cambridge in season to dine, and got into Boston at nine o'clock at night. [The route by land, of course,

at that time, was through Malden, Medford, Cambridge, Brookline, and Roxbury.] General Sumner said he hoped his antipathies to ferries were not so great as his mother's.

“By E. Hersey Derby, of Salem,—

“*The Salem Turnpike and the East Boston Road*—Their interests being similar, may their success be equal.

“General Sumner said, we had had so many interesting tales of mothers and grandmothers, he wished, for the sake of those who feared the ferry would not be kept open in severe winters, that Mr. Henry J. Oliver was present to tell them a story about his grandmother's milk. ‘Here I am, sir,’ said Mr. Oliver, ‘It was not my grandmother's but my mother's milk. My recollection about hers is better than of my grandmother's. The story I suppose I am called on to relate is, what I said before the committee of the general court to show how little danger there was that the passage between the city and Island would be obstructed, that my mother had her milk of Mr. Williams, from Noddle's Island, for forty-three years, and never missed it but three mornings in the whole time.’

“By Henry J. Oliver, Esq.,—

“*East Boston Company*—They have made the crooked paths straight, and the rough places smooth.

“By Mr. Motley, of Boston,—

“In 1630, the Mary and John brought over Rev. John Warham, John Maverick, and many godly families; they had some difficulty with Captain Squeb, who, like a merciless man, put them on shore at Nantasket, instead of Noddle's Island.

“*The Judiciary*—The sheet-anchor of the Constitution, and independent judges the cables which hold it fast.

“Mr. Gerard of New York being called, said he did not mean to make a speech, but he did mean to give a toast. But even in this he had fairly ‘boxed the compass,’ and his friends about him had driven him from every point. First, he said, he was going to toast—*Old France*—nice honor, good pay,—but he had been preceded by his friend opposite. Then he was going to toast the University, but had been driven from that also. He should not venture upon a political toast—those were dangerous—he did not know whether he was surrounded by Jack-

son men or whigs, and as for himself, he was neither whig nor tory, but what they called a *scratch*. He should not toast the East Boston Company — they had been toasted enough, as much as they deserve, and they deserved much, and whether they were offended or not he should not toast them. He said he saw gentlemen around him whom he well knew, — men of talent and reputation, known and honored at the South, and whose names belonged to the whole country. He saw smiles on their faces, generosity in their hearts, eloquence came from their lips, and a welcome from their speaking eyes. He would not give a political toast, he said, for fear he might offend some one, and on this occasion he would not cause an angry expression on a single countenance for the whole Island. He was not lost, however, wholly. He remembered Boston yet, where he had long had many friends, and where he had always met with kindness. He would, therefore, give, —

“*Boston* — North, South, West, and East; prosperity in the centre.

“Mr. Colman made some further remarks, which we could not distinctly hear. We heard him say, however, that he might never meet the company assembled again; when Gen. Sumner, with ready wit, which was displayed with admirable effect on this occasion, immediately said, he hoped the gentleman was not going to fall overboard again. ‘If I should,’ replied Mr. Colman, ‘I hope some kind friend will resuscitate me.’ ‘*Certainly, sir, if I am by, I will help give you a rubbing;*’ responded Gen. Sumner. Mr. Colman then proceeded in his remarks, and concluded with a sentiment in reference to the moral improvement of Boston.

“Among the guests present were Com. Downes and suite. Frequent allusions were made to the navy and its respected officers, and several calls were made upon them by the company. In answer to these, Col. Brodhead gave the following toast, as well as we can remember it: —

“*The officers of the Navy* — Their speeches, like the gallant Perry’s, are uttered from the mouths of thirty-two pounders; their despatches like his, ‘we have met the enemy, and they are ours.’

“Gen. Sumner remarked that the sentiment he was about to give would probably need some explanation. The fortification

which had been mentioned as existing on another island, in 1630, was built at the public charge for the protection of the colony. It was called the Castle, and was required to be fifteen feet square, ten feet thick, and to have a garrison of twenty men:—

“Modern Fortifications—Which leave as much room as the ancient for the enemy without, but take somewhat more for the accommodation of the garrison within.

“Mr. Degrand, in the course of his remarks on stocks, said that all improvements were indebted to the public confidence, which was shown in the rise of the stocks of those who had before engaged in them. When the stock falls, the project labors—when it is up, every thing goes on with spirit, everybody is generous, everybody is confident, and new enterprises are projected as a natural consequence. I do not know but what I shall be considered as speaking in favor of my own profession as a broker. Gen. Sumner said he thought it rather ‘smelt of the shop.’ By Mr. Degrand—

“Speculation—The true magic of modern improvement—the mother of all such creations with which this country abounds.

“Mr. Degrand made some good remarks, of which we have no notes.

“Mr. Wilson, the road contractor, made some remarks on his work, which he thought he had accomplished with credit to the company and to his own credit. He said, as he was not used to public speaking, he hoped he should be excused from saying much. Gen. Sumner begged him to keep on; he said his speech was like his road, very well constructed, but only wanted a smoother surface.

“F. J. Oliver, Esq., gave as a sentiment,—

“The Operatives on the Island—Success commensurate with their exertions.

“By Judge White of Salem,—

“The union of Boston and East Boston—May the issue be a numerous and happy progeny.

“By Josiah Quincy, Jr.,—

“East Boston, Mill Pond Wharf, and South Cove—Those who add on feel no jealousy for those who fill up. An increasing population of fifty per cent. in ten years affords ground sufficient for all their speculations.

“ By Geo. Belden, Esq., —

“ *East Boston* — The youngest branch of the Boston family — may she ever do credit to the honored name.

“ By Samuel S. Lewis, Esq., agent of the Company, —

“ *Special Corporations* — Democratic, both in principle and in practice — to the enactment of them by wise and liberal legislators is mainly to be attributed the present high character and prosperous condition of our State.

“ *East Boston* — A stone in the Boston wall, raised by able workmen, and sustained by a never failing ‘*Lewis*.’¹

“ Volunteer, —

“ We read in Scripture that, in ancient days, wise men came from the *East*, seeking that which is good; but in modern days, wise men *go to the East* on the same errand.

“ *Noddle’s Island* — Success to those enterprising individuals into whose *noddles* first entered the idea of turning this fair isle into a populous city.

“ Volunteer, —

“ *East Boston* — May the spirit of enterprise which marks its origin be accompanied in its progress by the virtues which will make that enterprise a blessing to the Commonwealth.

“ Gen. Sumner now introduced a couple of bottles of superlative old wine. He said that he intended to tell a large story about its being dug up in old Maverick’s cellar, but he was afraid that the company would not believe him. He would, however, assure them that it was brought from Antigua by himself eighteen years ago, and to which place it was imported in 1790, making it forty-five years old.”

The greatest enthusiasm prevailed on the occasion; the feast of reason and flow of soul there enjoyed will never be forgotten by those who participated in it. The prospects of the company seemed brighter than ever, and a great impulse was given to the value and sale of its stock.

The hotel was exceedingly neat, light, and airy, and the grounds around it were laid out with great taste by R. H. Eddy, Esq., the engineer of the company. Every old tree which could be preserved was carefully protected and encircled with a

¹ A Lewis is a machine used in raising heavy blocks of stone.

grass embankment. The difficult problem of squaring the circle was here successfully solved, for "Sumner square" had been laid out in a circle, bright with its fresh green carpet, and ornamented with young trees. "Hotel square," on the south-east front of the house, had been gravelled, with a handsome ellipse covered with grass in the centre, and studded with trees and shrubs, and surrounded by an iron fence.

The well in the yard of the Maverick House proved insufficient to supply the wants of the hotel, which was then full of company. Another well was accordingly dug in Havre street, below Maverick street, from which a lead pipe was conducted into the old well, thus furnishing an increased and sufficient supply of pure water.

On the Monday and Tuesday preceding the celebration, the Maverick House was thrown open for public inspection, and during both days was thronged with visitors. The newspaper, from which we have already quoted so much, gives a well-merited compliment to Major Barton and the arrangement of the house. It says: "Under the personal direction of Major Barton, the Maverick House (which was in a wholly unfinished state at the beginning of this year), has been completed in a style of neatness and convenience throughout, which is unsurpassed in any similar establishment in this country. From the kitchen to the attic story, on the walls as well as floors, in the selection of the furniture as well as in the many conveniences about the house, — the refined taste and correct judgment of Major Barton are everywhere conspicuous. In the arrangement of every department of this extensive establishment, for we have taken some pains by his courtesy to look into them, we apprehend it would be exceedingly difficult for the most experienced to object to things as they are, or suggest any practicable improvement. So also in the appropriate use, the finish and furnish of each particular room, the most fastidious could hardly fail to approve the good taste, neatness, and the general air of comfortable ease and pleasantness which prevails throughout."

When the author first thought of preparing this book, he addressed a note to Major Barton, who had presided over the Maverick House with such eminent ability and success, and

who now is the efficient manager at the Coolidge Building, requesting some account of facts and incidents connected with his superintendence of the Maverick during its palmy days. He kindly furnished in answer some interesting reminiscences, many of which we give in his own words. After speaking of the celebration, which has just been described at length, he says: "During the following summer the Maverick House was filled to its utmost capacity with the beauty and fashion from every part of the Union. The house, with its commodious drawing-rooms, spacious halls, stairways, corridors, piazzas, etc. etc., was eminently adapted to the accommodation of gay company; and every conceivable amusement was heartily entered into by the guests of the establishment, such as riding, boating, fishing, bathing, bowling, billiards, etc., during the day; and hops, balls, concerts, moonlight excursions in the harbor, tableaux vivants, supper and card parties in the evening; altogether making the time pass like one continued gala-day, the whole seeming more like a fairy scene than a reality. The hotel was furnished by the East Boston Company in the most costly, elegant, and fashionable manner, and managed and conducted by their direction upon the most liberal scale; this was fully appreciated by a discriminating public, and seemed to be just what was wanted for the summer season.

"The appearance of things at East Boston has very much changed since then. In those days, from the Maverick House one might have an uninterrupted view of the harbor, South Boston, and of the city proper; on the west and north, of Charlestown, Bunker Hill monument, the navy-yard, Mystic river, and Chelsea; and on the east, of Nahant, Point Shirley, Deer island, the light-house, and the boundless ocean in the distance. The view now is narrowed to the mere width of the streets, with stately buildings upon the opposite side, and with the sound of the anvil and of the hammer 'closing rivets up,' and the noise and hum of a bustling, busy population of some twelve or fifteen thousand. To show the rapid increase of population, I will quote from my son William's valedictory address at the Lyman school in 1841, he being then a lad thirteen years of age: 'I have been associated with this school from its very commencement, and was a member of it when we scarcely

counted twenty; look at it now, having upon its list more than ten times that number: all this, too, in the brief period of less than four years. We must look upon the rapid increase of this school as the certain index of the coming greatness of this portion of our beloved city.'

"The Maverick House became very popular, and was entirely inadequate to receive the vast number seeking accommodation there, and in the third season it was enlarged to more than double its original capacity. It was a favorite place for clubs, parties, and military companies to dine; and thousands to this day maintain that those 'Maverick dinners' have never been surpassed, if equalled.

"My brother-in-law, Mr. Geo. W. Pearson (now of the Revere House, Boston) was my first assistant; although at that time quite young, he was very efficient, having been with me for several years previous. Messrs. Samuel L. White (now of the Everett House, New York), and James Stetson (now of the Astor House, and brother to one of the lessees of that popular hotel), were also my assistants. Mr. Horace Murdock was bookkeeper, Peter Pasterovitch, a Greek, was first cook; but, not being equal to the duties of the station, he was succeeded by Ferdinand Gori (from the Tremont House) as chief, and Chas. Carroll (who is now, and has been from the opening of that house, the chief cook of the St. Nicholas Hotel, New York) was the second cook, and William Wells, pastry cook, baker, and confectioner. The head-waiter was Wm. Devereux (now deceased); he was succeeded by John Crane, now residing at East Boston. There were over fifty waiters employed constantly, many of whom were excellent. There was one who was familiarly known as 'old Peter;' he continued with me more than twenty years, faithful to the last; during the time he married one of the girls of the house, has brought up a family of children decently and respectably, has purchased a lot of land at East Boston, and has built a neat, comfortable house upon it, paid for it, and has money in the bank; he will be remembered by many who have dwelt at the 'Maverick.'

"Every spring there were one or more ships of war moored directly in front of the house, and so near that the bands on board could be distinctly heard. There was also at anchor

there the revenue cutter *Hamilton*, commanded by the gallant Josiah Sturgis, who was always happy of an opportunity to do what he could to contribute to the pleasure of the guests of the *Maverick*, to which he was always courteously received, and who often sent his band ashore on summer evenings to play for their amusement. On the arrival of the steamer *Unicorn*, the pioneer of the royal mail line of British steamers, Capt. Sturgis, in his great anxiety to do honor to the occasion, fired his salute so near the *Unicorn* that most of the beautiful stained glass was broken from her cabin windows. Capt. Douglas, who commanded the *Unicorn*, might have said with propriety, 'save me from my friends.' In consequence of the immediate proximity of the navy-yard, the '*Maverick*' was the favorite resort and residence for the elite of the navy officers and their families, — as Commodores Porter (then the United States Minister to Constantinople), Hull, Storer, Downes, Shubrick, Percival, etc.; Commanders Pinckney, Smoot, Alex. Slidell Mackenzie; Surgeons Wiley, Dodd, Salter, Adees; and also many distinguished officers of the army, among whom were General Zach. Taylor (late President of the United States), wife and daughter, who passed several weeks at the *Maverick*; Col. Thayer, of the United States Engineer Corps, while constructing the fortifications in the harbor; Captains McGruder (now commanding at Newport), Mansfield, and Donaldson, who have distinguished themselves in the Mexican war.¹

"The *Maverick House* was a remarkably healthy residence, for notwithstanding the very large number of persons living there, cases of sickness were very rare, and but two deaths occurred

¹ Besides these may be mentioned among the many who frequented the *Maverick House* numerous British officers; Judge Oakly and wife and her sister, Thomas E. Davis and family, George Peabody of Salem, George and Mrs. Belden, Gen. J. L. Graham, Chief Justice Jones, Gen. Sumner and wife, Chancellor Kent, Stephen White, the Messrs. Greenough and sister, F. J. Oliver, Miss Joy of Boston, and Mr. and Miss Joy of Newport. It was the chief boast of this last-mentioned lady, that she danced with Gen. Washington at the ball given to the officers of the French navy. In addition to these were Chester Harding, the artist, and the many families whose members took parts in the tableaux which he rendered beautiful by his taste and judgment.

during the six years of my occupancy. Captain Dixy Wilds, while amusing himself with a game of billiards after dinner, and in the act of drawing back his arm to make a stroke with the cue, received a shock of paralysis, from which he did not recover.

The winter evenings at the Maverick were ever gay and joyous; and with music, dancing, tableaux vivants, and games in endless variety, 'all went merry as a marriage bell.' The tableaux vivants will ever be remembered with peculiar delight by those who witnessed or participated in them. They were produced with great care and taste, and with artistic effect seldom equalled; the ladies who aided principally in these were Mrs. Jos. Adams, Mrs. Chas. F. Jones, Miss Marian and Miss Charlotte Marshall, the Misses Caroline, Ophelia, and Margaret Harding, Miss Jane Wildes, and many others; they were much indebted to the skill and taste of Chester Harding, Esq., the celebrated artist, for the finished manner in which these beautiful life-pictures were produced. Every spring a portion of the Penobscot Indians pitched their tents, or rather wigwams, on the Island, and passed their time in shooting with their bows and arrows, in fishing, basket making, etc. They were objects of great curiosity to thousands who crossed the ferry from the city to see them. On several occasions they were invited to the Maverick House in the evening, to amuse the guests with their songs, dances, and warwhoops. The bachelors of the house took quite an interest in their welfare, and formed themselves into a society for their amelioration. One of the young squaws was very handsome, and attracted the notice of all; her full length portrait was painted at the time by a young artist of the name of Lang, who has since passed several years in Italy, and has become celebrated, and is now established in New York. He painted some very excellent and lifelike portraits of ladies, gentlemen, and children at the Maverick House. A good sized sturgeon was caught near the shore at East Boston, the first, and I believe only, one known to have been caught in these waters. It was cooked and served at the Maverick a l'Italienne, and was partaken of with great gusto at the table.

"When preparations were being made to build the first wharf

at East Boston, the oystermen, who had for many years enjoyed the privilege of bedding their oysters on the flats, remonstrated against being disturbed in their ancient rights. For a time this seemed to be quite an obstacle to further progress, but on searching the records more closely it was found that there were certain conditions to the privilege; one of which was, that any inhabitant of the Island should be at liberty at all times to make free use of the oysters embedded there. Availing himself of this clause, the president of the East Boston Company announced to all the inhabitants of the Island, and to some two or three hundred laborers employed by the company, that they could make use of as many oysters as they pleased; this they were not slow to do, which put a stop to all further talk about claim for damages, and the remaining oysters were forthwith removed by their owners. The hotel garden was adorned with trees, flowering plants, and shrubs, many of which were very choice and rare, furnished principally from the celebrated gardens of Doctor Hosack, Hyde Park, New York. These plants were procured through the kindness and agency of J. E. Teschmaker, Esq., now deceased, who with his family passed several seasons at the Maverick. He was possessed of rare accomplishments, excelling especially in botanical knowledge, and was a great favorite. He took great pleasure in getting up and introducing all sorts of games and plays; among others, I remember the 'Snap Dragon,' as it was called. It consisted in filling a basin (with raisins at the bottom) with alcohol or other spirits, and setting the liquor on fire, after darkening the room by turning down all other lights, and while the party are standing around the basin striving to pick out the raisins, a small handful of salt is quietly thrown in, when the faces of all present assume a ghastly hue, like Macbeth's witches around the boiling cauldron. This, I believe, was an old game, introduced in the English Christmas frolics, and it always created much amusement.

"Among the festive occasions enjoyed at the Maverick may be mentioned the brilliant supper given by J. W. Fenno, Esq., to a large party on the 13th of November, 1837, in honor of a great whig victory at the State elections in Massachusetts and

New York. The hotel was illuminated, and the occasion passed off with great success.

“The late Mr. Charles Joy and wife passed two or three seasons at the Maverick. He remembered, when a boy of about fifteen years of age, seeing Colonel Brown’s regiment of British troops drawn up in a line in front of the granary burying-ground in Tremont street, the night they commenced their march to Lexington and Concord; that he and Major Benjamin Russell crossed the water in boats with them to Cambridge, and that when they arrived at the colleges they were discovered and sent back, and the troops continued their march, the results of which are well known.”

Convenient facilities were furnished for passengers between the ferry landing and the hotel, and also to the city. An omnibus and four horses, with harnesses and other property, were purchased by the company, and maintained at their expense to convey people to the city, while coaches and other vehicles carried them to and from the ferry landing, Chelsea Beach, and various parts of the Island.

During the years 1835 and 1836, the Maverick House was so well filled that it was found to be deficient in parlors and chambers; and consequently, in the summer of 1837, it was greatly enlarged, by extending its south-west front to Paris street, a distance of seventy-four feet, thus making its whole front on Hotel street about one hundred and sixty feet. By this addition the accommodations were nearly doubled, without, as it was then supposed, greatly increasing the expenses.

The building was constructed entirely of wood, with the exception of a brick end on Paris street, and was erected and enlarged chiefly by mechanics of East Boston, to whom the company always gave the preference in all works of improvements on the Island. A portion of the expense incurred in the construction of the addition was paid for in land.

The contract with Major Barton was continued to April 15, 1839, during which time the house was conducted at the expense of the company. In 1838, the charge of ten per cent. (to the expense account) on the cost of the addition to the

house was relinquished as an encouragement to Major Barton, with the provision, that, if there should be any profits, they should belong to him to the extent of \$3,000, and any thing beyond that should be equally divided between him and the company.

In October, 1839, the house was relinquished to Major Barton, who conducted it for his own account, under a lease from the company, until April, 1841. In the July preceding this lease of the hotel, the superintendent of the East Boston Company requested Major Barton not to increase his stock of wines, and not to incur any unnecessary expenses, as the house was to be advertised to be let from the first of October. No change in the tenancy, however, took place; for Major Barton, who was better acquainted with the probable success of a public-house on the Island than any one else, leased the "Maverick" in September, and thus continued the tenant of the company. The furniture was valued at \$14,000, and the stock of wines laid in by the company when the house was kept at their expense, at \$3,385; the horses and carriages were sold to Major Barton and Daniel Crowley, familiarly known as "King Crowley," and who now, by his well-directed energy, acquisition of property, and acknowledged supremacy over so many residents of the Island, better deserves the title than when it was first conferred upon him.

It was agreed between the company and the lessee, that the latter should have a lease of the house and stables, and the use of the furniture, by paying the difference between the cost and the present valuation, rent free for three years, on the condition that he kept the house open and carried it on, at his own expense, in the same style as before, without any charge or liability on the part of the company. These liberal terms were made by the company, as it was very important for the interests of the Island, especially since the Cunard steamers would land and take their passengers at East Boston, that a large and well-kept public-house should be sustained there, and the superior ability of Major Barton to make the Maverick House subserve the highest interests of the Island, as sufficiently manifested during the previous year of his tenancy, led the company to adopt measures of the most liberal character to induce him to

remain. Neither the bath-house or school-house was included in this lease. Either party was at liberty to cancel the bargain, after the first year, by giving six months' notice. Such a notice was given by the company 1st October, 1840, and the lease terminated 1st April, 1841.

Major Barton was therefore connected with the house from its opening, in 1835, until 1841; and, during this term of six years, the relations between him and the officers of the company were of the most friendly and agreeable nature. He possessed their entire confidence, and was so well satisfied with his position, that he declined without hesitation more advantageous proposals for taking charge of other establishments. It may be said without fear of contradiction, that there never was a hotel better kept than the Maverick, or one where the inmates passed their time more pleasantly than with Major Barton during the halcyon years 1835-1841.

In his interesting communication to the author, from which such copious extracts have been made, Major Barton concludes as follows: — " My intercourse with the East Boston Company through its officers and directors was ever of the most pleasant and agreeable nature, having the good fortune at all times to enjoy their full confidence. The remembrance of the flattering manner in which the president of the company always took occasion to make mention of my humble efforts in his reports at the stockholders' meetings, and the many kindnesses received at his hands, will ever be by me most gratefully cherished."

To those who ever visited the Maverick House while it was under the control of Major Barton, it is needless to speak in his praise; for the recollection of the admirable manner in which he conducted the affairs of the hotel will not soon be effaced. By nature possessed of those peculiar qualities so essential to the management of such an establishment, kind and courteous to his friends and visitors, attentive to all their wants, and anticipating their desires, personally superintending all the departments of the house, and infusing into all his subordinates his own care and pride, he established for himself and the Maverick a well-earned reputation of a house unsurpassed in elegance and comfort, and a keeper unequalled in efficient and

satisfactory management, and whose manners would grace any situation. It is not affirming too much to say, that, in all the requisites of a good hotel, the Maverick would not suffer in comparison with any in the country; and indeed it ought to have been, as it really was, well kept, for the company spared no care or expense in all the details of a first class public-house.

Charles M. Taft succeeded Major Barton as tenant. The furniture and other articles belonging to the house, stables, and other buildings, were appraised by Messrs. Cunningham and Hatch at about \$13,800, or \$200 less than the valuation of September, 1839. Mr. Taft hired it for five years, at a rent of seven per cent. on the gross receipts, which, it was estimated, would be at least \$3,000 per annum.

In 1836, while the Maverick House was the property of the East Boston Company, the president was authorized to convey it in mortgage, including all its appurtenances, to the four children of Mrs. Maria F. Greenough, as collateral security for the payment of four promissory notes of \$5,200 each, payable by the company to these four children respectively, with interest at five per cent.

This mortgage was effected through the influence of General Sumner; and by it the claim of the Greenough heirs was transferred from the Island to the "hotel lot," etc., and buildings (most ample security), — a very advantageous change for the interests of the Island, because it freed all the rest from a cumbersome and embarrassing mortgage. The management of this business was one of peculiar delicacy on the part of General Sumner, interested as he was equally for the company and for Mrs. Greenough (to whom he was about to be married) and her children. For this important negotiation, for which no charge was made, the company, after two or three years, voted him a compensation of \$500.

In 1838, at a period of great financial depression, and when funds were imperiously demanded by the company, the hotel property was mortgaged, together with other property, to John W. Fenno, Esq., as treasurer of the company, as security for their bond or promissory note for money advanced and for endorsing their notes, subject to the Greenough mortgage of \$20,800 upon the estate, which was to be discharged as soon

as possible. One half of the first mortgage had been released at the time of sale of the house in 1841.

As early as May, 1839, it had been contemplated to sell the Maverick House for the liquidation of the debts of the company. Successful as it had been in its character and extensive reputation, and although it had received a remarkable share of public patronage, yet, the immense expense of supporting such an establishment, particularly at a time of such financial difficulty, and when the company was in need of all its available resources to carry on its legitimate operations, seemed to render a sale of the property necessary. The whole cost of the house to the company, as taken from the treasurer's books, was \$177,697.42; it is not now possible to ascertain how this sum was divided between the house, land, and furniture. In the land dividend made in 1841, the Maverick House and its appurtenances were included. The lots were put up, and the house and furniture fell into the hands of Mr. Fenno for \$62,000 (14th June, 1841). This great sacrifice of property was made near the expiration of the heavy pressure in the money market, which was relieved by the tariff of 1842. The house and appurtenances were sold at the following prices:—

House and buildings, and 40,000 feet of land	\$40,000
Furniture (17th and 18th Nov.)	12,000
Bath-house and 3,000 feet of land	2,000
Stable buildings, with two bowling-alleys and about 12,000 feet of land	6,500
Bowling-alley buildings, with five alleys and 3,000 feet of land . .	2,000
	<hr/>
	\$62,500

This was paid in land dividend No. I., and divided among the proprietors, with one eighth per cent. premium for the choice of land.

After the house was sold by the East Boston Company, it was conducted by Mr. Taft for a few years, and succeeding him, various persons occupied it until the summer of 1845, when the whole structure was taken down, and a fine block of brick buildings erected on its site by Noah Sturtevant, Esq. Different parts of these buildings were used respectively as a hotel, dwelling-houses, stores, and offices, until the whole block

was consumed by fire on Sabbath morning, the 25th of January, 1857.

Upon the remaining part of the lot of 43,000 feet originally occupied by the Maverick House and its appurtenances, are now thirteen three and a half story brick dwelling-houses, and a large stone building two and a half stories high, called Winthrop Block (the lower story occupied as a market, post-office, and stores; the upper part for offices, savings bank, printing-office, etc.); while the Maverick House has been replaced by a large and elegant hotel.

This beautiful building, recently erected upon the site of the old hotel by Noah Sturtevant, Esq., is not only a great public convenience, but also creditable to its projector. The material of its exterior is iron in the first story, and above, brick, covered with mastic. It has a front on Maverick square of 130 feet, on Henry street of 115 feet, on Winthrop street of one hundred feet, and covers an area of more than fourteen thousand square feet. It is six stories in height, measuring seventy-six feet four inches from the curb-stone, and contains 180 rooms, besides a spacious dining hall forty feet by eighty feet, a ladies' ordinary twenty-five feet by forty feet, a billiard-room twenty-five by forty feet, and, in the attic, a bowling-alley forty by ninety feet.

In addition to the foregoing is a splendid hall in the third story, measuring forty feet wide by eighty feet in length and twenty feet in height. This relieves the need which the citizens of East Boston have felt of a suitable hall in which to hold public meetings and have lectures, concerts, etc., and for the want of which convenience they have long been deprived of many of the advantages for social and intellectual enjoyment which residents in other sections of the city have enjoyed. The hall is decorated in a most chaste and elegant manner with painting in fresco, and provided with every convenience for use as a concert or lecture-room, and attached are two drawing-rooms for occasions when assemblies may be held. It will seat comfortably six hundred persons or upwards, and for convenience and beauty will compare favorably with any hall of its size in the vicinity of Boston. The exterior of this building is plain, devoid of ornament, and its general effect imposing.

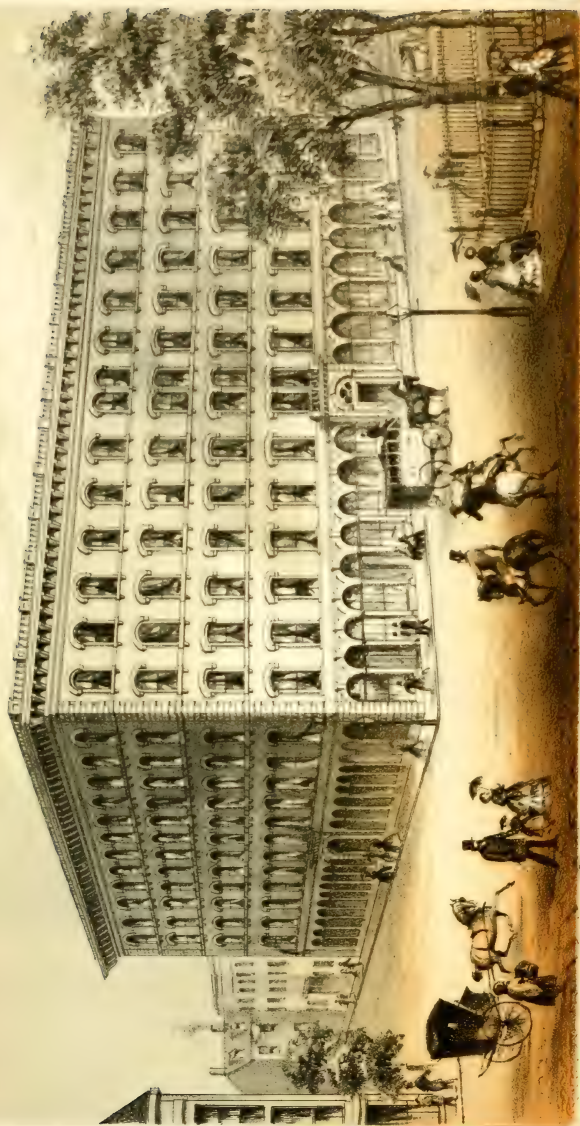
The imitation of freestone is so perfect that it will require a practised eye to point out wherein it differs from the original.

This structure is at once an ornament to East Boston, and a rare exhibition of energy and enterprise on the part of its public-spirited projector; having been built, at a cost of \$100,000, in the midst of the commercial crisis through which the country has just passed, without having been for a moment delayed for that or any other cause since its commencement.

By the general consent and desire of the citizens of East Boston, it will be known as the "Sturtevant House." The hall was opened to the public for the first time on Tuesday evening, the 23d of February, 1857, when Hon. George S. Hillard delivered his excellent lecture on "The Use of Books," before the Democratic Union Association. The hall was crowded with an attentive and intelligent audience, who were delighted with the lecture, and enthusiastic in the expression of their admiration of the beautiful hall. The only regret felt was occasioned by the absence of the proprietor of the building, who was called away from the city by a severe domestic affliction. Mr. Hillard, before commencing his lecture, very appropriately alluded to the opening of the new hall in a few well chosen words. He said in substance —

"I congratulate you, ladies and gentlemen, upon the possession of this tasty and convenient apartment, for which you are in a great measure indebted to the enterprise and public spirit of a gentleman well known to the citizens of Boston, and the residents of East Boston, for his enterprise and his readiness to give his aid to all measures of public improvement, and whose name the hall appropriately bears. I am sure I express the sentiments of you all when I say how much I regret that domestic affliction which prevents his being with us here to-night. I trust that this hall may be the means of securing to you many agreeable social meetings, and that what you hear here from time to time may tend to your intellectual good."

"This house," says a public journal, "we doubt not, will be a favorite resort with those who cannot leave the city during the hot days and nights of midsummer, and who will be glad to avail themselves of the cool breezes which render East Boston



a most desirable place of residence in hot weather. The reputation of its lessees is such as to warrant the belief that the Sturtevant House will be one of the most popular and best conducted houses in New England."

A picture of the Sturtevant House is upon the opposite page.

Going back from this episode of the account of the Maverick House and the celebration, we find that the following buildings were erected in East Boston in 1835:—

- Jan. 20. Mr. Pollard's house and stable on the south-east side of Hotel square: lot No. 15.
- " 29. Stephen White's storehouse, on his wharf near the Timber Company's dock-yard, at the north-west end of Maverick street.
- Feb. 11. Mr. Norris's house, on the corner of Sumner and Paris streets.
- " 23. A plank side-walk was made from the ferry to the Maverick House.
- April 20. Edwards and Lefavor, of Salem, erected their house on Princeton street.
- " 21. Alexander Boyden erected a house on the corner of Lexington and Marion streets: lot No. 155.
- " 30. E. W. Perry and W. two houses on Saratoga street: lots Nos. 49 and 131.
- May 9. B. F. Butler's smith-shop on Maverick street: lot No. 116.
- " 12. A large stable for the Maverick House, by Edwards and Lefavor.
- " 21. Moses Miller's workshops on his wharf.
- " 26. Benson Clock's house, on lot No. 88 Princeton street.
- June. Brown and Bates erected two houses on Meridian street, in the 3d section: on lot E.
- " E. H. Snelling and Ebenezer Scott built a block of two houses in the 3d section, on the corner of Meridian and Princeton streets: lot No. 112.
- July. Captain Cook raised his house on Sumner, corner of Cottage street: lot No. 81.
- Aug. 4. F. A. Gerry's house, corner of Meridian and Lexington streets, in the 3d section: lot No. 132.
- Nov. Ordway, Pond, and Tuttle built a block of three brick houses on west side of Sumner street: lots 67 and 68.
- Dec. Messrs. Cummisky and McManus each built a house on Maverick street: lot 114.
- " Andrew Bettly built on Cottage street: lot No. 32.
- March, 1836. Enos Morgan built a house on Cottage street.
- April, " Edwin Phillips built a house on Webster street.

The following persons moved to East Boston in 1835 :—

- January 8. Bradford Chandler * moved into his house.
 April 15. Major J. W. Barton * moved into the Maverick House.
 June 6. Truman Flower † moved into his house.
 “ 8. Benjamin Lamson moved into his house.
 “ 22. R. P. Morrill, † corner of Sumner and Havre streets.
 Aug. 21. Levi Whitecomb, Saratoga street.
 Captain William Fettyplace removed from Salem in June.
 Simon Moulton and Theodore F. Rollins, who were employed in
 building the Maverick House, married and settled in East Bos-
 ton.
 Aaron Ordway.*
 — Norris.*
 E. W. Perry.*
 Benjamin Brown, Jr.*
 Sept. B. F. Butler.
 William Walters.
 Dec. John Davis.
 E. Johnson.*
 H. Rogers.*
 — Pollard.*

The Births during the year 1835 were, —

- Jan. 14. A son to George D. Hagar.
 Feb. 20. A son to — Bragdon.
 May 3. A son, John Maverick, to Major J. W. Barton.
 Aug. 1. A child to Dr. John Jeffries.
 “ 22. A child to Timothy McIntire.
 Dec. 21. A daughter to Seth E. Benson.

The first marriage on the Island of which we have any account is of John Fenno to Miss Olive Pratt, mentioned in the Columbian Centinel of the 14th Dec., 1793.

The Williams family journal, to which reference is so frequently made, gives a description of this wedding, which took place in Henry Howell Williams's house :—

“ Sunday, 8th Dec., 1793. Nobody went to meeting but the two boys. As Mr. Fenno and Olive Pratt intended being married to-night, the girls prevailed on Edward

* Those thus designated have since left East Boston.

† Now deceased.

Edes to bring the parson (Mr. Eliot) over, and have the ceremony performed here, as it was too cold to go to Boston in the evening, and they all wished to see them married. The parson returned with the folks; we made quite a large party. After tea the bride and groom came, and they were soon made man and wife. As we had not time to make a loaf-cake, we made little cakes do with a glass of wine. The parson was pretty chatty and full of fun, and we spent the evening quite agreeably. We had supper, and afterward an excellent water-melon, which was a great rarity. The wind blew pretty hard, and the parson staid all night. At eleven o'clock the bridegroom and bride wished us a good-night and went home, and we all soon after went to bed, very much pleased with the behavior and appearance of the newly married pair, and all wished them a great deal of happiness. So much for the first wedding that was ever in this house."

The Marriages in 1835 were,—

- May 19. Mr. — Bragdon to a Miss —, resided in Dr. Jeffries's house.
 Oct. 7. Mr. — Sigler to Miss — Boyden.
 " " Thomas Sullivan to Margaret Parker.
 Dec. 3. Capt — Doane to Miss — Lincoln.

The Deaths in 1835 were,—

- Feb. 20. Joseph Hooper, of Marblehead, who was drowned by the ice breaking between Wood island and the first section.
 Nov. 2. Mr. McGraw, aged fifty years.
 Also six children under two years of age.

A paragraph contained in a brief sketch of improvements at East Boston, published in January, 1836, gives, in a general glance, the condition of affairs on the Island at the close of 1835. After speaking of particular enterprises, it says:—

"It is now scarcely two years since the only dwelling-house then existing on this extensive tract of land was taken down to make room for the contemplated improvements; and beside the buildings erected by the various incorporated companies already enumerated, there are now more than fifty private dwelling-houses, beside about twenty stores, warehouses, etc.; and about ten substantial wharves, notwithstanding which, the population of the place is so rapidly increasing, that leases are

readily taken at rates that will give a yearly rent of at least ten per cent. on the cost of the investment. By the census of the city just taken, the population of East Boston already exceeds six hundred souls. A large proportion of this population consists of mechanics and artisans, and, so long as the price of land there continues at a rate so much lower than in the city opposite, the difference being more than ten to one, it will continue to offer advantages that will induce the rapid settlement of that portion of the Island more particularly adapted to the purposes of that influential and industrious class of citizens; while on Belmont in section one, and on Eagle hill in section three, the most delightful situations are to be found for villas and rural residences."

At the annual meeting, held on the 2d of May, 1836, the number of directors was increased from seven to ten, and the number of shares in the capital stock was doubled, making 10,560. It was voted, that each stockholder be entitled to the same number of new shares which he then held of the old shares, and that certificates be issued for the same. At this meeting some interesting facts were presented, relative to the prosperity of the company.

The president communicated the fact, that out of 663 acres about forty-eight had been sold, with a small proportion of the flats. The sales, up to the end of 1835, amounted to \$253,259.95; and from that time to date, to \$35,000, making in all \$288,259.95. From the first amount was to be deducted \$7,398.52 allowed for building and for other improvements, which made the net amount of sales \$245,861.43.

The treasurer reported, that all expenses had been paid out of the proceeds of sales of land; that dividends to the amount of \$92,316 had been made; that there had been expended on the Maverick House and appurtenances, wharves, etc., \$129,265.30, which, with 78,000 feet of land on which the improvements had been made, at the estimate of fifty cents a foot, or \$39,000, made an aggregate of \$168,265.30. He also reported, that the available property of the company at its cost exceeded its debts and responsibilities by \$78,013.71, besides the lands, flats, and wharf lots remaining unsold.

The superintendent added, that, a year and a half previous,

there were but three dwelling-houses at East Boston, and, six months subsequent to that time, only fourteen families; while in the autumn preceding the date of the report there was a population of six hundred, with several boarding-houses, sixty dwelling-houses, thirty-seven stores and manufactories, and many other buildings in process of erection.

The unoccupied lands had been leased to Mr. Glazier for three years, for farming purposes, at an annual rent of \$1,300 for the first, and \$1,350 for the second and third years, reserving to the company the right of selling or using any portion of their lands, and of making other provisions beneficial to the inhabitants.

At this time, the Sugar Refinery, East Boston Ferry Company, East Boston Wharf Company, East Boston Timber Company, and Malleable Iron Company, were in active operation, and the Eastern Railroad would soon pass about a mile and a half over the Island.

Prosperity like this was unexampled in land enterprises, and the Island seemed at last about to realize and fulfil its destiny. New plans and new undertakings were continually before the company, who gave a strict attention to any and every project which, in its results, would benefit the Island. At one time (September, 1836) a committee was appointed to confer with the Eastern Railroad Company and Mr. John Breed relative to a dam from East Boston to Breed's island; at another time (March, 1837) the subject of a bridge from East Boston to Belle island to facilitate intercourse with Point Shirley was brought up, and was referred to a committee with full powers for its construction; but the subject was afterward referred to the president; at still another time (February, 1837) a committee advised, for selection as a cemetery, a piece of land in the "Middle Farm," so called, and which is now located on a commanding eminence between Bennington, Swift, Auburn, and Harmony streets, in section four.

The few statistics just given show in what a prosperous state East Boston was at the annual meeting in 1836. During that year, the following families had moved to the place:—

Enos Morgan,	William H. Delano,	H. Sargeant.*
Jesse Tuttle,†	William Fisk,	Prince Rogers,†
Thomas French,†	Benjamin Collins,*	—— Stearns,*
Asa Lewis,	Moses Carr,	Hiram Pond.*
Edwin Phillips,	Philip Lord,†	

The following Births took place in 1836 :—

March 21. A son to Capt. E. Doane.

May 14. A daughter to Jonas Bessom. (died at seven years of age).

“ 18. A son to Capt. Baker McNiar (?).

June 9. A son to Timothy McIntire.

July 30. A son to Mr. —— Norris.

Nov. 18. A son to Hosea Sargeant.

Dec. 14. A son to John H. Tomlinson.

“ 26. A son to Mr. —— Stearns.

The Island population were not, at first, “married or given in marriage” to any great extent. Our investigation rewards us with but one marriage in 1836; this was that of Mr. Hiram Pond to Mary G. Phillips, on the 15th of May.

The Deaths in that year, as recorded, were,—

Sept. 21. Miss Angelina H. Briggs, aged 26.

“ 24. An unknown man, who hung himself under a ship’s boat which was bottom up.

Oct. 2. Two boys were drowned, one thirteen, the other seventeen years of age. This was on Sunday.

“ 10. Philip Lord, aged 44.

“ 24. Child of Philip Lord.

The whole number of deaths in 1836 was ten.

To show how rapidly the taxable property of the company had increased, it appears from the records of February and March, 1837, that the assessors’ valuation was \$500,000. This was considered by the company as excessive, and was somewhat reduced; but even then it shows an unprecedented rise in the value of property. On the 1st of May, 1837, there were seventy-eight dwelling-houses on the Island, several others in process of construction, also a large house for public worship in Maverick street, and numerous buildings were under contract. The population, which in 1835 was about six hundred, was now at least one thousand; and houses were in great demand by persons who would be willing to pay rents that would give ten

* These have since left East Boston.

† Now deceased.

or fifteen per cent. on the cost of building. In addition to the manufacturing establishments of the previous year, the hair factory and Mr. Kittredge's varnish factory were in full operation. The hair factory was ninety feet by eighteen, and, together with two boarding-houses, a shoemaker's shop, and bakery, all on Sumner street, was erected by Mr. Benjamin Lamson within nine months, and occupied to good advantage. The bakery was of wood, fifty-four by forty feet, three stories high, and cost \$6,000. The Timber Company was doing an extensive business. During the year sixty-eight vessels had arrived from Albany with plank, timber, etc., from Grand island to the Timber Company. Two hundred and fifty other vessels with various cargoes arrived during the year; besides more than thirty, employing three hundred men, which arrived at the fish packing establishments of Mr. Miller and Mr. Tuttle; and, to accommodate the fast increasing ship-trade, thirteen good wharves had been built. Thus, notwithstanding a great financial depression, the improvements were such at East Boston as to satisfy the most sanguine friends of the enterprise, that the Island was destined to become a most important commercial and manufacturing part of the city of Boston.

It has been stated that these were times of great financial depression. Throughout the country the scarcity of money, the lack of confidence even among the heaviest capitalists and men of high character and position in society, the long series of failures of the largest and most responsible houses, and the uncertainty of any and all business operations, created a state of public feeling which operated against speculations of any kind. The East Boston Company of necessity felt the influence of the financial atmosphere, and although it prosecuted its legitimate objects with energy, yet it was unable to obtain money for immediate uses with that ease and certainty which were necessary to favorable operations. To accomplish this purpose, the company purchased into the Kilby Bank of Boston. This transaction need be alluded to only in the most general manner, as the details will be possessed of no particular interest to the public. A concise summary of the whole matter is as follows, while the records of the company show all the minute particulars not necessary to our narrative:—

May 19, 1837. East Boston Company took 2,520 shares of Kilby Bank stock, and gave bank-notes and mortgages to the amount of	\$251,926.25
May 25, 1839. The company sold the stock back at \$80 per share, and took back the notes and mortgages	\$175,485.40
Allowed interest from May 19, 1837	26,165.43
	<u>\$201,650.83</u>
Loss to the company \$20 per share, or	50,326.25
	<u>\$251,977.08</u>
Difference	50.83
Original amount	<u>\$251,926.25</u>
May 20, 1839. Closed the whole concern with Peter Harvey and Joshua Webster, Jr.	

In the summer and autumn of 1835 it was proposed to open an office of the East Boston Company in New York for the transfer of stock in that city, in order that it might be offered for sale at the brokers' board, to interest capitalists there in the stock, and thus, with the increased business facilities, the speculation would be made much more profitable. This plan had in view the making of the stock a desirable one throughout the country. The East Boston Company had the confidence of the community, and its property was valuable and constantly increasing in value, and by making the stock generally available, by interesting parties of enterprise and capital, the company would be greatly benefited.

The proposition met with favor, and was immediately entered upon with alacrity by all the parties concerned. Men of credit, enterprise, and character became interested, and coöperated with the East Boston proprietors, and the new plan promised great success. To make all the arrangements preliminary to any actual operations required much thought, planning, and consultation; to relate these minutiae would be as tedious to the reader as it would be useless in the narrative. Had a favorable result attended the enterprise, it would be proper to detail its proceedings at length. Many of the gentlemen in New York who engaged in it were great speculators, and were deeply involved in other financial operations; and, it may be supposed from the result, that they entered into this new plan with the hope of maintaining their business position, and of making enough money to compensate them for other

losses. But the hard times of 1837 and succeeding years destroyed all the well-laid plans, and this project, which, to all human foresight, would have been most lucrative in any ordinary state of the money market, entirely failed of accomplishment. It can only be spoken of as something which was proposed and started, its legitimate results being all prevented by the great financial crisis which, upon the repeal of the tariff, swept over the whole country.

In few words, the proposition made to the New York gentlemen was accepted; some of the principal stockholders of the company agreed to sell a large number of shares lower than the market price, and then by putting in an equal amount themselves, create a joint trading capital for the benefit or loss of those engaged. The company voted to open books of transfer of stock in New York, the president and treasurer were authorized to sign in blank the necessary certificates, and Rufus K. Delafield, cashier of the Exchange Bank, was appointed (11th July, 1836) registrar of the company in New York for the transfer of its stock; and it was voted to receive notes in payment for land which might be sold there. The New York gentlemen sent an agent, Mr. Thomas Sargeant, to view the premises, who made a very favorable report of the then condition and future prospects of the company; and so well satisfied were all parties with the preliminary steps, that, on the 4th of May, 1836, the company voted to sell at public auction on June 2, 130 lots in the first, second, and third sections.

The following were the conditions of sale: Payment twenty-five per cent. cash, or approved notes on interest at sixty days, the residue in equal instalments of one, two, and three years, secured by note and mortgage on interest payable annually. Deeds to be given within fifteen days to those who make the first payment in cash, and to other purchasers when the note for the first payment is paid, and the conditions of sale are otherwise complied with. The lots on Belmont not to be used for any manufacturing or mechanical trade or business whatever, at any time during the term of twenty years from April 25, 1833. Each purchaser, before building, to give thirty days' notice to the superintendent, so as to allow the company time to remove any surplus earth, should they deem it expedient, in

conformity to the grade of the respective streets hereafter to be fixed. Ten per cent. to be allowed to any purchaser who should, within a year, erect buildings on his lot of equal value to the amount paid for said lot. [This was afterwards rescinded.] Until the auction, no lots to be sold at private sale, unless the purchasers agree to erect suitable dwellings within twelve months; private sales were also to be suspended until after another public sale. On the 2d of June land was sold to the amount of about twenty-three acres, for \$213,000, averaging twenty-one cents a foot.

It was contemplated to hold another public sale in September; but it was deferred, principally on account of the great pressure in the money market.

An auction sale of East Boston lands was then made in New York on the 19th of July, at which the lots sold at greatly advanced prices. The total amount of this sale was \$185,190, averaging upward of \$600 per lot. So well pleased were the new proprietors with their prospects, that they engaged to purchase \$200,000 worth of land in addition to their first purchase, they having the privilege of buying the intermediate lots, which were reserved in the first sale, and promised, in case such a sale was made, to improve the land to the amount of \$100,000.

There was a disposition on the part of some of the proprietors to make the company a stockjobbing concern, and depress and raise the stock, and manage the affairs as a mere matter of speculation, with all the machinery necessary for such purposes. The largest proprietor at that time, anxious to promote the best interests of the company, and preferring to raise the value of the land, did not favor stock operations, which, although they might prove of temporary benefit to a few, would seriously impair the confidence of the community in the company, and in its individual members. He did not wish to raise or depress the stock as individual interest might dictate, and make it a fluctuating property in the market, but preferred the straightforward system, which in the end would prove the most desirable. Holding these opinions, he was a serious obstacle in the way of the ardent speculators, and thus excited their opposition.

In addition to this, General Sumner, wishing to be relieved

from the responsibility of guarding the rights of those not represented in the board of directors, had, some time previous to the annual meeting for choice of directors, contemplated resigning the presidency, and had taken the necessary preliminary measures for the succession. Thinking that the interests of the company could be best promoted by uniting the offices of president and superintendent in one person, he favored that plan, and the election of Mr. Lewis for that situation at a salary of \$3,000 a-year, and Mr. Brodhead as treasurer. This plan interfered with Mr. Fettyplace (a near relative of Stephen White), a prominent member of the company, who held at that time the office of superintendent, and, although a most worthy man, lacked the energy necessary for conducting the complicated affairs of such a company; and as it also interfered with the undue desire for speculation which had seized the minds of many of the company, Gen. Sumner, by the united efforts of Mr. White and Mr. Sargeant, who conspired for the purpose, without any notice of the intended change, was, at the election held on the 1st of May, 1837, left off the board of directors, and the vacancy filled by another; so that the one who put the whole plan into operation, and to whose exertions and direction much of its then prosperity was owing, and who was the largest owner in the stock, and consequently the most interested in its profits and losses, was deprived of any voice in the company's plans and purposes.

Mr. John Binney was chosen president in his place by four votes out of seven. This proceeding was the result of a secret and well-contrived plan. Mr. Thomas Sargeant was vested with a power of attorney from all the New York owners except Mr. Gerard, and came to Boston as the representative of their stock. Mr. White and certain Boston members influenced him to cast the votes in his possession against Gen. Sumner, and thus the scale was turned against him. When the notice of this election reached New York, the most influential of the owners there instantly disavowed all knowledge of such action, and adopted every means in their power to have the former president restored to the board, and many letters were received by Gen. Sumner, stating in strong terms their ignorance that such a removal was intended, and their utter disapproval of it.

They had been induced to join the company from confidence in him and Mr. Gerard, and in the measures they adopted, and this summary way of displacing an officer who was laboring for the truest interests of the company met their unqualified disapproval.

The extract which follows, taken from a letter written to Gen. Sumner (14th May, 1837) by Messrs. C. and G. Belden, influential proprietors in New York, shows the manner in which the change in the direction of the company was viewed by them:—

“We learn that you may entertain the idea that we had some intentional agency in the manner in which our votes were cast at your election. The object of the present is to disabuse you of such an opinion. We had not the least conception that any change in the direction was contemplated at all. Mr. Sargeant sent to our office a power of attorney for us to sign, in his favor, stating that he was going on to represent the New York stockholders at the election of which we were apprised, but he did not intimate to us that any change in the direction was meditated, but on the contrary, that none was meditated that he knew of. We had heard from Mr. Gerard that you intended to resign the presidency, but that there was any intention to leave you out of the direction we did not dream of.

“As we became stockholders solely on account of yourself and Mr. Gerard, when he first stated what you said in regard to the election, we did not think it possible that you could conceive that we could have any agency in removing from the charge of what interest we have in the company the only individual in Boston that we know at all.

“Since, however, such an outrage, as we consider it, has been committed on your feelings, we hope those who have taken the responsibility will feel the necessity of vigorous action on their part, and thus subserve your interests. If they do that you will cry happy riddance to the trouble with the office.”

Charles Belden, Esq., also wrote to Mr. Gerard in the following language:—

“I saw Mr. Graham, and my brother saw Mr. Hallet, and Mr. Graham said he had no idea that any change was contem-

plated, and was very much surprised when he heard that the general was left out of the direction. Mr. Hallet said he knew nothing about it, and very much regretted the course taken. It was wholly without his knowledge, and much against his wish, if he could have expressed it. I will endeavor to see the others. But you may no doubt assure the general, that none of the stockholders in New York knew any thing about the change in the direction till afterward, except, perhaps, Mr. Sargeant."

So great was the interest taken in the subject, that John L. Graham, Esq., the leading gentleman in the enterprise in New York, and Mr. Leeds, another proprietor, came to Boston with the object of correcting the procedure. This was difficult of accomplishment; but it resulted in the resignation of Mr. Binney, the president, for the purpose of making a vacancy in the board of direction. This vacancy, at the solicitation of Mr. Graham and other gentlemen of the New York company, Gen. Sumner consented to fill if he should be unanimously elected. At a dinner of the directors given for the purpose, the president announced that a vacancy had occurred in the board, which had been filled by the unanimous election of Gen. Sumner. Thus his course of action was fully endorsed by the vote and concurrence of the very men who had deposed him. Even his opposers saw that the best interests of the company demanded his coöperation, for, if hostilely inclined, he had it in his power to destroy its credit, and place it beyond the reach of lucrative operation.

The stringency of the money market brought this New York plan to a sudden and disastrous conclusion. Many of the parties concerned in it failed, the projected improvements were not carried out, and the unpaid-for lands returned to the company. There can be no doubt but that for the peculiar condition of the money market throughout the country, this plan would have resulted in great success to those engaged in it; but as it was, its history and results are among the things that were, and form but a temporary item in the transactions of the company. The records of the East Boston Company, easily accessible to all, will furnish all necessary information to those who desire a more particular account of this whole matter.

By referring to the list of officers of the East Boston Com-

pany inserted in the Appendix, it will be noticed, that, in the election for the year 1839, General Sumner's name was not continued on the list of directors. This was the culminating period in the affairs of the company, which was deeply involved in its financial operations, and whose members were suffering under individual responsibilities for the company. These, on the part of a single individual, at various times, exceeded \$100,000 in amount; and many of the influential members of the East Boston Company who were reputed to have property were brought into an embarrassed situation. This was General Sumner's condition, as well as that of others. All of his property was under attachment to satisfy the numerous and large debts for which the East Boston Timber Company, the Hancock and New England Banks, the City Bank of Buffalo, and the Morris Canal Company, attempted to hold him liable. At this time all his stock in the East Boston Company was absorbed in the payment of purchases for land; and thus, not being a stockholder, through necessity his name was omitted from the board of direction. But at last, having coming off victorious in all the lawsuits brought against him, and a satisfactory and liberal arrangement having been made by the East Boston Company for all pecuniary liabilities under his extensive purchases of real estate, his property became free from legal embarrassment. Immediately upon this (in 1845), he was reelected to his former position as director, and made president of the company. This office he held until ill health induced him to resign in the winter of 1850-51. The various lawsuits being discontinued, his lots at East Boston and his other property were left free from attachment, and so they have remained ever since.

It is unnecessary to trace the company further on, independently of other matters pertaining to the Island. The operations of the first few years have been given so far as they illustrate the setting in motion of the long train of events which have changed the condition and history of the Island; but to trace the consecutive plans, purposes, and acts of the company, would only involve a transcript of records which are open to all, and the minutiae of which would be tedious to the reader.

During the time included in this chapter, the company, from the necessities of the case, was obliged to identify itself with

the different enterprises, and for a while, in fact, to start and prosecute plans which subsequently were carried through by individuals. The few first years required an outlay of money which private persons could not furnish, nor would they incur the hazard of so doing. But when the whole scheme was put into successful operation, and the company had shown a noble liberality in all its dealings, and had laid its plans with admirable adaptation to the results desired, individuals felt confidence to make plans and carry forward large undertakings on their own responsibility.

From its organization to the present time, the company has labored to promote the prosperity of the Island in every way within its legitimate powers, and it is believed that its general policy has been productive of successful results. Mistakes may have been made; but the prominent idea and guiding principle have been *the good of the Island*, and whatever could be done in plans, gifts, influence, and expenditures, has been done; the result bears its own testimony to the wisdom of the proprietors.

Extracts from a letter written by Gen. Sumner in 1843 to Larkin Thorndike, Esq., who contemplated moving to East Boston, may be appropriately introduced in this place, as they show the development of the original plan, and give anticipations of future prosperity which have been more than realized, and "the end is not yet." This letter was written but eight years after the formation of the company, and it is interesting from the fact, that, after such a lapse of time, all false ideas of the success of the undertaking, and all illusory anticipations, would have passed away, and the success hitherto serve as a basis for future calculations:—

"East Boston is becoming a second Brooklyn; I remember when Brooklyn, a mile across the East river, with a very rapid current, had but one principal building, a large tavern, and two or three other small dwellings, and numerous Dutch red barns or stables for travellers and marketers. Now it has a population half that of Boston, and real estate in it has nearly the value of that in New York. Yet New York has the whole Manhattan island, eight miles long with navigable waters on each side, to settle up the North and East rivers, while the peninsula of Boston is almost circumscribed by the water and

flats around it, and the whole land is occupied. The increasing population must find room suited to their commercial pursuits, and where shall they look for it? Not at Charlestown, for the navy-yard occupies almost the whole land fronting on the harbor; not at Chelsea yet (for there is good water there), but it is too far back to be sought for at present; and not at South Boston, where the flats extending off into the harbor a mile or two, even opposite to the end of India wharf, will ever prevent its affording any facilities whatever for foreign commerce. East Boston is the only place where the increasing foreign navigation can have accommodation. The distance from Boston to East Boston is only 1,800 feet, the time of crossing, five minutes, the interruption in the ferry less than the draws of bridges make, and the expense of transportation across, less by one half or two thirds of what is the cost of passage over the mill-dam or a toll-bridge. And even when the bridges are free, the operative, sweated with work, labors it on foot to dinner in the hot summer sun, while the other is transported under the awning of a rapid boat across the beautiful channel, invigorated by its refreshing breeze.

“The aspect for ships is better at East Boston than in Boston proper. In a north-east gale they lie safe, while at Boston they are thumping against the wharves and one another. The channel is nearer the East Boston shore than the Boston. The drinking water there, and the pure air, brought across and cooled by the waters of the harbor, are much superior to those on the Boston side. The temptations are many for removal or settlement at East Boston, as the capital enlarges; but if these did not exist, necessity would control its destiny. Every wharf in Boston is occupied. There is room for no more, or but a few more, ships. The whole commercial front of the city proper is but two miles from Charlestown bridge to the South bridge, and thus it must be for ever limited; for the land on navigable waters above the bridges is only suitable for wood, stone, lumber, and coal wharves, and is all in demand for these, its more appropriate use. Where, then, shall the great commercial capital of New England, Nova Scotia, New Brunswick, receiving daily more and more of the produce of the great North and West,—where shall it extend its accommodations for this great

and increasing trade and navigation, and the population which is its natural consequence? East Boston is the only place. You see it already in the establishment of the foreign steamships at her wharves, which could get equal accommodations nowhere else; in the numerous heavy ships which already lie in her docks; in the rapid settlement of the place by the influx of manufacturers and mechanics of all classes, the numerous houses, the increasing price of land, and the general prosperity and thrift of every new-comer. If in eight years since the ferry was opened, such an exhibit is made as strikes the eye of every boat passenger as he crosses the ferry, from a single house and farm yard of cattle to a busy commercial place with its thousand houses and many thousand inhabitants, its wharves and steam docks, its manufactories and shipping,—what eight years more will do, would baffle the wildest conjecture. We have heard of the villages in the West, which have sprung up in a night as it were, and in a few years have become post-towns; but in the whole country, I think, no such exhibit of expenditure and improvement can be made as East Boston presents. The crowded ferry, now one of the most important of the city avenues, and the petitions for the establishment of another, show conclusively the increase of business and population; and the demand for dwellings, and the handsome interest which the rents pay on the capital expended, are the best evidences in favor of the location, and of the prosperity of its inhabitants. Where, then, let me ask, can you settle with better business prospects than in the midst of them? Where can you find a more healthy and beautiful situation for a residence than the heights of East Boston afford? But do not build your house in the crowd of dwellings near the ferry. Seek rather, for your residence, some more distant heights, where the prospect and water are equally good, and the land cheaper,—where, for a few thousand dollars, you can establish yourself with extensive gardens and conveniences. I well remember when an ancient dwelling with two acres of land in Boston, with beautiful terraces covered with fruit and shrubbery, was sold for \$36,000. In the full enjoyment of these the purchaser lived, and before his decease was offered \$200,000 for the estate, which he declined, and left it as a still richer inheritance to his children.

Before you locate, let me recommend you to stroll over Eagle hill, where the prospect is incomparably beautiful, the water pure, soil excellent, and land cheap, say ten cents a foot; and take enough of it, for it will not be long before others will be building around you, and the land then cannot be had for a consideration greatly enhanced."

These extracts from a letter written fifteen years ago contain speculations and anticipations which have been more than realized, and in their fulfilment astonish the observer. This appears still more wonderful when it is remembered that these same ideas and plans were held and gave rise to the East Boston Company, and, forming the basis of all the operations of the company, resulted in the predicted success.

In no way can the remarkable prosperity of the Island be better shown than in a few brief extracts from the reports of the East Boston Company. Passing over a number of years in the history of the company, a sufficient length of time to test the success or failure of the enterprise, we glean the following facts from the report presented in May, 1854.

The company was then entirely free from debt, with assets on hand and in notes receivable amounting to \$21,331.50, and ferry stock and amounts due on lands sold, etc., \$21,842.98, making a total of \$43,174.48 on hand. During the year a dividend of \$100,000 was paid to the shareholders on ferry stock, and also a dividend, payable in land, of \$200,000. The population was then fifteen thousand, being an increase of one thousand over that of the previous year. Thirty-six vessels were built during the year, of an aggregate tonnage of 51,950 tons, and repairs were made upon ships to the amount of nearly \$4,000,000. Among the improvements of the year were the erection of eighty-seven new dwellings, the Atlantic manufactory of steam-engines and machinery, a salt factory, two large iron factories, a saleratus factory, two large freight-houses on the premises of the Grand Junction Railroad covering an area of thirty thousand square feet, and numerous other establishments.

At the time this report was presented, there were in East Boston twenty-two primary schools, with an average attendance of 1,278 children, and two grammar-schools, having four male and nineteen female teachers and an average attendance

of 1,174 scholars. Beside the paving and grading of several streets, 6,327 lineal feet of common sewer were laid during the year. The total number of dwelling-houses on the Island was 1,504, and of buildings of every description, 1,855.

From the report for the year ending May, 1855, it appears that during that year 147 dwelling-houses had been erected; nine stores, of which six were brick, five stories high and of fine architectural appearance; twelve mechanic and machine shops, ten stables, two steam saw-mills, one stone warehouse, one brick oil factory, one freight-house on the Grand Junction wharf sixty feet by two hundred, and one brick church. During the same time, twenty-eight ships (exclusive of those on the stocks when the report was made) were built, with an aggregate tonnage of 37,987 tons.

From the report presented in May, 1856, it appears that the whole property of the East Boston Company was then — taking the valuation of land as fixed in May, 1851 — \$967,296.43; the sales of land by the company during the year amounted to \$16,000; one lot of 102,160 feet was sold to an ice company, who had, at the time the report was made, filled in forty thousand feet, and were then erecting buildings. This land was valued, in 1851, at \$4,873, and the company realized for it \$7,897 over and above that sum. During the year 168 dwelling-houses were erected; ten on the first section, thirty-nine on the second, eighty-nine on the third, and thirty on the fourth and fifth, making the then number of dwelling-houses at East Boston, 1,819; and, in addition to these, numerous shops and buildings of various kinds were built on each section. There were built and launched in that year twenty-eight ships, of the aggregate tonnage of 30,380 tons; and at the time the report was made there were twelve ships and one iron steamship on the stocks, or contracted for.

An abstract of the report presented on the 4th of May, 1857, will bring the history of the company up to the present time, and will show in a striking light the great prosperity which has attended the corporation ever since its organization.

This report stated, that, in accordance with a vote passed at the last annual meeting of the stockholders, a new valuation of the entire property of the company had been made during the

last financial year. The valuation had been made by five of the directors, each one of whom marked what he supposed each lot, block, or wharf, to be worth, as it then was, and the mean or average of those marks was the price adopted in the valuation. From this valuation it appeared that the aggregate amount of the company's property at that time was \$1,275,023.76, equal to sixty-three dollars and seventy-five cents per share on the stock.

The amount of unselected dividend lands at that time was \$61,100. No land of the company had been disposed of during the preceding year. A contract had been made to have built forthwith that portion of Porter street (adjoining and back of the sea-wall) which lies between Lamson and Front streets, and also that part of Front street between Porter street and the gap in the sea-wall. When this improvement should be completed, it would give to the company (ready for disposal or occupancy) two more of the most valuable wharf lots on the south-east side of the Island.

A recent canvass had shown the resident population of East Boston to be 16,618. This number did not include the hundreds who found employment there, but whose homes were elsewhere. An examination as to the number of buildings in East Boston found 1,879 dwelling-houses (of which 330 were brick and 1,549 wood), eleven churches, ten school-houses, twenty-four manufactories and mills, seventy-six warehouses and stores, 109 mechanics' shops, five fire-engine houses, twelve counting-rooms, and seventy-seven stables, — of which, 152 dwelling-houses and ten stables had been erected the preceding year.

The report then alluded to East Boston as the great workshop for ship-building in this State. Notwithstanding the great depression in this interest during the year, there had been built in East Boston 28,403 tons of shipping, exclusive of the iron war steamer built for the Egyptian government. The amount of this interest — including repairs of ships — (even in this the dullest season known for many years) was estimated at \$2,504,180. Other branches of business in East Boston had felt the depression also. The report expressed the opinion, that, with the advantages which East Boston possesses over all

other places in this vicinity for every description of manufacturing and mechanical purposes, and also for commercial purposes, with her great extent of wharf accommodations and depth of water, her warehouses, sectional and dry docks, marine railways, machine shops, etc., it would be no stretch of the imagination to say, that, when business should revive, East Boston would be one of the first places, if not the first, to feel its beneficial effects.

The report then spoke of the social, moral, and intellectual advantages possessed by the residents in East Boston. There were eleven churches, capable of seating 7,690 persons, with eight settled clergymen; connected with these churches were 2,471 sabbath-school scholars and 266 teachers, and the schools were steadily increasing. Connected with the day schools there were sixty-three teachers and 3,860 children. The schools were liberally supported by the city, and in point of excellence were second to few others in the State. In connection with the notice of the liberal appropriations made by the city for schools in East Boston, credit was also given the city government for liberal appropriations for streets, etc.

The report closed with the following comparison between the East Boston of 1847 and the East Boston of 1857:—

“ In 1847, East Boston had a population of about 6,500. The total number of buildings of all kinds was 850, and those, with few exceptions, were of a cheap class. Not a foot of her streets had at that time been accepted, or a foot of a common sewer laid; consequently many of her streets were, in wet weather, impassable, or nearly so; and in many localities it was very difficult to obtain a supply of good water for the few houses built on the low lands; the ferry-boats were old and small, and their accommodations very inferior. Such was East Boston in 1847.

“ In 1857, East Boston has a population of 16,600. The total number of buildings is 2,203, of which 1,879 are dwelling-houses, many of them beautiful residences, costing from \$10,000 to \$16,000 each. The old ferry-boats have long since disappeared, and large new boats, whose accommodations are equal to any in the country, have taken their places; about seventeen miles of her streets have been accepted by the city, of which

three and one half miles have been paved. There have also been built through our streets about eight and three eighths miles of common sewers, and the city has also given us that greatest of all blessings, the Cochituate water, which is now pouring into every building whose occupants want it; and at our wharves (a large portion of which have been built since 1847) may be seen from fifteen to twenty-five ships of the largest class, besides numerous barques, brigs, schooners, and steamers. Surely this is a great change in the short space of ten years, and one that must be most gratifying to the stockholders of the company, and also to every person who feels an interest in the welfare of East Boston."

Mr. *Geo. F. Wadsworth*, the treasurer of the company, then submitted his annual report, from which it appeared that the company is free from debt, and has on hand in mortgages, \$11,213.28; in notes receivable, \$3,609.83; and in cash on hand, \$1,145.64. This is *exclusive of the real estate*, — the valuation of which has already been stated.

Both reports were accepted, and, by a vote of the stockholders, ordered to be printed.

The meeting then proceeded to the choice of directors, and the following gentlemen were unanimously chosen, namely, Wm. C. Barstow, Benj. Lamson, C. C. Gilbert, A. A. Wellington, Lewis Rice, J. P. Thorndike, Silas Pierce, and Caleb Stetson.

To the past, present, or future owners of land at East Boston, accurate knowledge of the successive plans and maps of the Island is of the first importance in determining boundaries and in making sales. The author, therefore, takes much pleasure in presenting the following memoranda, prepared by Mr. Noble, the accomplished engineer of the East Boston Company, who is probably better acquainted with the subject than any other person. By reference to this paper, the successive changes in the streets, lots, and wharves, and all the boundaries and divisions of land, can be easily traced, and much confusion thus prevented. So far as is known to the author, no other such paper has ever before been prepared, and its value will be duly appreciated by all real estate owners on the Island.

Memoranda of Details of the various Plans and Maps of East Boston, showing the various arrangements for laying out the streets and lots, from 1833 to January, 1857,—also showing the history of the grades of Streets and of the Harbor lines, etc.

“Section 1.—The first plan of East Boston lands, as divided into streets and lots for sale by the East Boston Company, was made by S. P. Fuller, and entitled plan of section one, East Boston, dated October 1, 1833, and showing the arrangements of the company's lots as then contemplated, as far as No. 100 Everett street, and the lots now between Everett and Maverick streets not being shown thereon, although Maverick street itself was shown.

“The street now called Jeffries street was then placed between lots No. 17 and No. 69, and subsequently changed so as to be located between lots 61 and 63, and lots 66 and 67.

“There were but few marsh lots shown; those that were shown mostly consisting of upland, and the streets being respectively forty, fifty, and sixty feet wide. Belmont square was laid out 250 feet long and 200 feet wide. But one water lot was shown, that of Edwin Adams, situated at the south end of Cottage street, and 210 feet wide. The line of high-water mark on the south of the section very nearly coincided with the north line of Marginal street as first laid out, as far as Summer street on the west. The division line between sections one and two was about seventy-five feet west of the west lines of lots 70 and 82. The lots averaged in width respectively forty-five, ninety, and one hundred feet, and in length 125, 200, and 220 feet.

“The block between Everett and Maverick streets was subsequently arranged into lots in the year 1836, and the block between the division line of the section and Bremen street, on the west, was left blank.

“The second plan of the section on registry was made by R. H. Eddy, dated June 2, 1836, and represents the new position of Jeffries street and of Orleans street; also of Everett street, and of the new lots between Everett and Maverick streets, from 101 to 220, being mostly marsh lots 90 by 100 feet.

"The third plan was dated September 29, 1842, showing the extension of Marginal street westerly towards Lewis or Ferry street (to be referred to hereafter), and discontinuing the shore lot, upon which Marginal street was angularly laid out.

"*Section 2.* — The first plan of the second section was made by S. P. Fuller, dated October 1, 1833, showing the arrangements of the lots from No. 1 to 145, including the lands principally now between Bremen, Border, Sumner, and Meridian streets, and Central square; the upland lots being generally 80 feet by 45, the marsh lots 160 by 100 feet, and the streets respectively fifty, sixty, and seventy feet wide.

"Two squares were represented, Central square near the third section, and Hotel (since called Maverick) square, the latter 450 by 150 feet. The Maverick House or hotel and its adjacent lot were likewise shown. The lots comprised two thirds in number of upland and one third marsh. There were three wharf lots shown, namely, the East Boston large wharf, 510 feet wide by 1,100 long (Ferry street, 70 feet wide, running through the centre), and the wharf lot of the Merchants Marine railway, 510 feet wide, also Miller's lot on the west shore, two hundred feet wide, also the corresponding upland lots pertaining to the above proposed railway. The centre line of Sumner street corresponded very nearly with the line of high-water mark, — the northerly end of Border street being laid out over the flats to the third section. Decatur and Bainbridge streets were represented as running from the proposed Mill Pond on the east of Chelsea street across Chelsea and Meridian streets to Border street, enclosing a canal between them of 180 feet wide. This canal, as well as Bainbridge street, being afterwards discontinued and lots substituted in their places, caused an apparent confusion in the numbering of the lots. (This will be referred to more particularly hereafter.)

"No lots were then shown between Chelsea and Meridian streets, afterward called the second division of section two, or 'Great Marsh' lots. When the Eastern Railroad Company located their station-houses, etc., Lisbon street was discontinued, and Orleans street located further east, bounding easterly on the Eastern Railroad Company's lands; and thus the number of the lots was increased in section one, and the divis-

ion line of the two sections was run in the centre of Orleans street.

"The westerly end of Sumner street then extended no further than Border street, and the wharf lots of Messrs. Miller, Aspinwall, and Pratt and Cushing, had a street running down to them from Border street, half-way between Sumner and Maverick streets; this street was afterward discontinued, and Sumner street carried westerly two hundred feet to what is now called New street, the latter being laid out in front of the above-mentioned water lots, and running only as far as Maverick street, part of it being eighty feet wide and part forty feet, thus enclosing a new block, which was subsequently divided into lots, and numbered from 310 to 329. Marginal and Webster streets were extended across the flats north-westerly to Lewis street, by arrangements made between the East Boston Company, the Eastern Railroad Company, the Boston Sugar Refinery, and the other proprietors of lands interested; Orleans street also being at the same time carried south-westerly to new Marginal street.

"The second plan of the section was made June 2, 1836, and represents the arrangement of the Great Marsh lots from No. 146 to 288, not including the space occupied by the canal or Bainbridge street, nor the extension of Sumner street westerly.

"The third plan of the section, dated November 1, 1838, represented the numbers of the lots in place of Decatur and Bainbridge streets, and the canal from 289 to 309; Bainbridge street and the canal being wholly discontinued, and Decatur partly so. It also represented the Eastern Railroad Company's depot, lots, etc., on Maverick, Webster, and Sumner streets, and also the Lyman school-house lot, No. 151, and engine-house on lot 124.

"The fourth plan was dated December 10, 1840, and called supplement to section second, and shows the extension of Sumner street westerly, and the location of New street. Decatur street was slightly altered (between Bremen and Meridian streets) from the location shown on the plan of October 1, 1833, and subsequently relocated so as to be at right angles with Chelsea street; the westerly portion of said street remaining unaltered, although on the second plan of the section of June

2, 1836, neither Decatur nor Bainbridge streets nor the canal intervening were represented, and when Decatur street was again located, it occupied the southerly parts of lots 301, 303, and 306, and the westerly parts of lots 289, 292, 295, and 298 (as shown on the fourth lithographic map of the Island, dated May 1, 1851); the latter part of the street being at right angles with Chelsea, and the former part at right angles with Border street.

"The numbering of the Great Marsh lots in the plans on registry follows on in order from the last number (145) of the first division of the section, as it was originally called, and commencing at 146 on Chelsea street, and leaving off at 288 on Bennington street; again commencing at 289 on Decatur street, and following up Decatur street throughout to Border street, these last numbers occupying the former location of Decatur and Bainbridge streets and Canal, as far as 309. Thence the numbers commence at 310 on Sumner street, running as far as 329; in all these cases the number of the lots follow the actual location of the alterations and new arrangements in the precise order of time.

"*Section 3.* — The first plan of section three was dated July 22, 1835 (this being the first recorded), although the section was originally laid off into two divisions; all west of Marion street being called Division or Part 1st, and all east thereof called Part 2d. The first part or division shows the Malleable Iron Company's lots and works, and blocks C, D, and E. The second division shows the remainder of the section as far as 287, near what is now called Knox street; also as far as 310 on Eagle and Meridian streets; also 311 on Chelsea street to 333 on Lexington and Eagle streets.

"This plan represented Border street as running easterly to Chelsea street, and also the block known as the Public Garden; all of these lots in section three were upland lots, and mostly one hundred feet square. The larger part of Central square was included in the section, containing about $3\frac{1}{4}$ acres. Parts of lots 331, 332, and 333, and 328, were subsequently cut off by the extension of Eagle street from Lexington to Chelsea street.

"The Public Garden was shown on the plan dated November 23, 1842, and numbered from 334 to 381, regularly. The

lots on the north side of Eagle hill, beyond the first range of lots on Eagle street, are shown on plan dated October 28, 1846, and called 'supplement to section third.' That part of Border street easterly of Meridian street was altered so as to be parallel with Eagle street (running as far as Knox street only), and called Condor street; and a new street, called Falcon street, was also located half-way between said Condor and Eagle street, and corresponding numbers from 382 to 450 placed thereon, being upland lots. The water lots on Chelsea creek, between Knox street and the (old) Chelsea free bridge, were laid out on a plan dated October 16, 1847, including parts of sections three and four, there being seven lots in section three and sixteen in section four. It also represented the wharf lot of the Glendon Rolling Mill.

"A complete plan of this section was made June 15, 1854, showing (in addition) the subdivisions of lot 266 and of block A, for the No. 5 dividend of the company. It also showed the arrangement of the water lots between Knox street and Border street, on Chelsea creek; also the boundary line of the harbor commissioners on the creek. Meridian street was so called from the fact of its having been laid out so as to very nearly coincide with the true north line or meridian. The plan of the 'easterly end of section third' was dated June 15, 1854, and shows the slight alterations of lots Nos. 328, 329, and 333, consequent on the extension of Eagle to Chelsea street on the south side.

"*Section 4.*—The first plan of this section (called Middle Farm) was dated August 28, 1838, and represented lots from No. 1 up to 418, all being east of the route of the Eastern Railroad Company,—two thirds of them being upland, and one third marsh. This plan showed the cemetery lot, 450 by 350 feet, at the corner of Bennington and Swift streets. The centre street of the section, Saratoga street, has been continued across the creek to Breed's island (mostly at the expense of the East Boston Company), and makes a solid structure, forming, with the corresponding one of the Eastern Railroad Company on the west, a large pond or mill-pond between. The lots between Chelsea street and the Eastern Railway, including lots No. 419 to 451, and the slight rearrangement of lots between

Byron and Moore streets, from No. 78 to 94, are shown on plan of 'supplement to section four,' dated September 10, 1845. The second 'supplement to section four,' dated June 15, 1854, shows the addition of lots between Harmony and Moore streets, from No. 513 to No. 536.

" *Section 5.* — The first plan of section five was dated November 22, 1842, and shows the arrangement of lots between Chelsea and Bremen streets from lot No. 1 to 81, nearly all being marsh lots. The second plan was dated March 11, 1845, entitled 'supplement to section fifth,' and embraced all the lots east of the Eastern Railroad as far as Cottage street, from No. 82 to 459, two thirds being marsh and the rest flats.

Memoranda of Details respecting the general or lithographic Maps of the Island.

" The first lithographic map of East Boston was dated Sept. 1, 1834, and represented sections one, two, and three only, that is to say, the upland of section one, all of section two west of Meridian street, and all of section three north of Bennington and Chelsea streets, and in each showing whatever of improvement had been made or proposed to that time, — the remainder of the Island not being as yet divided into lots.

" In section one the water lots of Messrs. Adams, and of Ripley and Lock only, were shown. That part of the flats between Chelsea street on the west, West Wood island on the north, and section one on the south, was proposed to be enclosed on the east by a mill-dam, running from near the easterly end of Sumner street and the easterly end of West Wood island; and being about 3,700 feet in length, thus enclosing a large amount of flats (since called the 'Basin lots'), which, when the tide was full, might be used for a tide mill-pond. From this mill-pond there were two canals, leading, one 140 wide between Bremen and Orleans streets, southerly from Decatur street, and across Maverick and Sumner streets to the channel just east of the present location of the Boston Sugar Refinery; the other canal, 180 feet wide, leading westerly across Chelsea, Meridian, and Border streets, and continued also across the flats one thousand feet further, and corresponding mill sites

on each side thereof. West of Border street and south of the proposed mill sites was located the site of the East Boston and Niagara Timber Company. When the first-mentioned canal was given up, Lisbon street (one block east of what was then Orleans) was discontinued, and Orleans street located further east.

"In the second section the East Boston large wharf was shown as running southerly 1,100 feet from Sumner street, from opposite the centre of Hotel square. At the termination of said wharf was the East Boston ferry landing, having, at that time, but one slip and drop. The landing in the city proper was at the north-east corner (or end) of Lewis' wharf, and the distance across, from drop to drop, 1,800 feet. The wharf lots of the Boston Sugar Refinery, the East Boston and Niagara Timber Company, the Merchants Marine Railway, and of Messrs. Tuttle, Allen, Aspinwall, Pratt and Cushing and Miller, were also shown on this map. There was a small steamboat pier or boat landing, four hundred feet long, running from the present location of the corner of Sumner and New streets, and used for a landing-place previous to the completion of the present ferry wharf. The suspension railway was located over the marsh a little easterly of Meridian street and nearly parallel thereto, being about 1,800 feet long, running from Hotel square to near Central square.

"The third section exhibited no water lots except that of Messrs. Bates and Company. Chelsea street was laid out seventy feet wide throughout its entire length of 7,100 feet, from Hotel square to the easterly end of the (old) Chelsea free bridge; this bridge was constructed across Chelsea creek at this point, and was 650 feet long and 36 feet wide, and had two piers; it was also connected on the Chelsea side with the new road across the marsh, leading to the Salem turnpike.

"The second lithographic map was made July 1, 1837, and represented not only the lots and streets, but also all the dwelling-houses and other improvements, and distinguished the sold from the unsold lots. There were twenty-five houses in section one, forty in section two, and forty-five in section three; also the Sugar Refinery buildings in section second, and the Mave-
rick House, and the Malleable Iron Company's works in sec-

tion three. There had been fourteen water lots sold in section one, ten in section two, and ten in section three.

“The Eastern Railroad had located their station-houses easterly of the East Boston Ferry wharf, and between Bremen and Orleans and Decatur streets, as well as occupied (for their track) a strip of land fifty feet wide from Decatur street easterly throughout the length of the Island to Chelsea creek. About twenty wharves had been actually constructed and used. Only four sections, at this time, had been laid out into lots. The city of Boston did not own any lands for school or engine-houses, and none of the streets had been accepted.

“The third lithographic map was made in June, 1844, and represented the Island as divided into five sections, showing also the additions to section one, of the lots on Everett and Maverick streets, and the straightening or extension of Marginal and Webster streets to the East Boston Ferry wharf; also the new wharves pertaining to the Cunard steamships’ lot, and also the depot and wharf of the Eastern Railroad Company.

“It also showed the change of location on the Boston side of the ferry company’s slips and drops from Lewis’ wharf to that of the Eastern Railroad Company’s wharf on Commercial street; also in the third section of the division of the Public Garden into lots, and of Chelsea creek water front into water lots. It also exhibited one water lot as sold in section four.

“The fourth lithographic map was made May 1, 1851, and shows the Island divided into six sections, covering all the company’s upland and marsh land, and part of their flats. This is the most complete plan of the improvements at East Boston that has yet been made, exhibiting not only the land and water lots, but all the buildings (including the dwelling-houses), and machine shops, foundries, ship-yards, graving docks, floating dry docks, school-houses, engine-houses, churches, flour-mills, and the reservoir on Eagle hill (as more particularly shown in a column of references placed upon part of the map). This map showed a much larger rate of increase for the seven years preceding than of any other period. To be a little more minute, this map exhibited the Grand Junction Company’s improvements in section one, and the buildings of the United States

bonded warehouses on the Cunard wharf; and in section two it showed the increase in the accommodations of the East Boston Ferry Company, by the addition, on the East Boston side, of a drop and slip of larger dimensions than any heretofore used; also the construction of the flour-mill on Lombard's wharf, west of the ferry; and of Tufts' machine shop on the same wharf; and also in section three of the location of the water reservoir on Eagle hill, between Brooks, Putnam, and White streets (embracing lots 251, 252, 253, 254, 255, 256, and 273, 274, 275, 276, 277, 278, and 297, 298, 299, 300, 301, and 302).

"The water was brought in iron pipes from the city proper through Charlestown and Chelsea, across Chelsea creek, up Brooks street, the top of the reservoir being about 100 feet above high-water mark, and the lot itself being 570 feet by 387½.

"The Glendon Rolling Mill, on Eagle and Knox streets, was also shown on this map, although constructed four or five years previously.

"In section one a new street, called Lamson street, was laid out from Belmont square to Maverick street, also Henry (in place of Hotel) street, and Winthrop street, leading from Maverick square.

"In section five a permanent sea-wall had been constructed, leading from the first section to West Wood Island; which, together with East Wood island and the adjacent marsh, had been laid out into streets and lots; (although these latter have not yet been recorded at the registry of deeds;) and all was called section six, embracing numbers from 1 to 608,—two thirds of which were upland. Since the year 1851 no new map has been made.

"A new free bridge has been constructed across the mouth of Chelsea creek, and running from the north end of Meridian street to the south end of Pearl street in the town of Chelsea, a distance of 1,512 feet. The bridge is 40 feet wide, having a turning draw at the channel 173 feet in length, with a water passage of 60 feet on each side of the centre piers, of which there are two, respectively of 107 and 124 feet in length. The cost of this bridge, including piers, was \$58,000, and exclusive of land damages of about \$4,000.

Grades of Streets, &c.

“The original outline of the Island embraced one hill about seventy feet high, in section one, called Camp hill, Webster street running longitudinally over it; the present grade of the street is about fifteen feet lower than the top, originally, — Belmont square being upon said point. The grades of the streets conform to this first grade, from a point four feet above high-water mark.

“In section two, another eminence, called Smith’s hill, about 35 feet high, was found, which, however, has been entirely cut down, so that the highest grade of any of the streets in this section is nine feet above high-water mark, sloping down to four or five feet above.

“Section three was principally formed of the rising ground called Eagle hill (or West head), and originally was 95 feet high. When the reservoir was constructed on White street, the grade of the streets generally conformed to that, so that at the highest part of the hill (which was at the corner of Brooks and Eagle streets) the cutting down has been about 25 feet, — the corner of White and Eagle streets forming the highest graded part of the Island. Most of the streets in sections one, two, and three, have been graded to the proper extent; in section four but partially so.

“In section four, called ‘Middle farm’ on the old maps of the island, the ground rises into one principal hill west of Saratoga street, of about seventy feet high. The established grade of the streets will reduce this ten feet lower.

“In section five the land is principally marsh, and but two or three of the streets are constructed or graded.

“In section six, comprising East and West Wood islands and the intervening marsh, the streets and lots have been only proposed, not yet located on the ground or established. East Wood island comprises an area of $22\frac{1}{2}$ acres of upland, the highest point of which is about 25 feet above high-water mark. West Wood island comprises about $17\frac{1}{2}$ acres of upland; the highest point of which is about 35 or 40 feet above high-water mark. No improvements (except the construction of Prescott street across the marsh) have been made upon either of these islands.

Harbor Lines.

"The first line established by order of the legislature was in the year 1840; and commenced at a point opposite the easterly end of Sumner street in section one, and ran outside of the first, second, and third sections, as far as the mouth of Chelsea creek.

"The second line was established in the year 1849, commencing at the northerly termination of the first line (above), and running up Chelsea Creek upon each side as far as the first (or old) Chelsea free bridge.

"The third line was established in the year 1856, commencing at the easterly termination of the first harbor line (above), and running easterly or northerly across the flats of section one, four, five, and six, towards Breed's Island, thus completing the harbor commissioner's boundary line on the entire water front of the island."

A tabular view of the different plans of the East Boston Company will form an appropriate addition to the valuable paper of Mr. Noble above given.

LIST OF PLANS OF THE EAST BOSTON COMPANY.

Whose Plan.	Sect.		Date.			Liber.	When Recorded.	
			Month.	Day.	Year.			
S. P. Fuller	1 & 2		Oct.	1	1833	377	April	1834
R. H. Eddy	3		July	2	183	401	Feb.	1836
"	1		June	"	1836	406	June	"
"	2	Old Number	"	"	406	"	"	"
"	"	New Number	Nov.	1	1838	443	April	1839
"	"	Supplement	Dec.	10	1840	464	Feb.	1841
"	"	Part of New Street	Aug.	6	1841	472	Aug.	"
"	1	Marginal Street	Sep.	29	1842	488	Sept.	1842
"	5		Nov.	23	"	492	Nov.	"
"	3	Public Garden Lots	"	"	"	492	"	"
"	4		Aug.	28	1838	494	abt. Jan.	1843
"	5	Supplement	Mar.	11	1845	540	March	1845
"	4	"	Sep.	10	"	550	Sept.	"
"	3	"	Oct.	28	1846	569	abt. Nov.	1846
"	3 & 4	Water Lots	"	16	1847	590	May	1848
Noble & Gould	4	Supplement *2	June	15	1854	663		
"	3	New Plan	"	"	"	677		

CHAPTER XVI.

PUBLIC IMPROVEMENTS.

FERRIES.

In the Board of Mayor and Aldermen of the city of Boston, October 15, 1832, was presented a petition of William H. Sumner, Stephen White, Francis J. Oliver, and others, proprietors of Noddle's Island, praying that a ferry be established between that Island and the other parts of the city. Up to this time the only means of communication with East Boston had been sail and row-boats. Public notice of the petition was given, and all persons interested were notified to appear on November 5, when any objections to the granting of this petition would be heard. Accordingly, Francis B. Fay, William H. Gardner, and Washington P. Gragg, trustees of the Winnisimet Ferry Company and Land in Chelsea, filed their remonstrance against the said petition. It was urged by the remonstrants, that the establishment of a ferry by the petitioners would not only injure their property in the ferry and land in Chelsea, but would trample upon rights solely belonging to them by the early charters. The grants upon which the Winnisimet Ferry Company claimed the exclusive right to run a ferry to Noddle's Island were as follows : —

On the 9th of November, 1630, "it was ordered that whosoever shall first give in his name to Mr. Governor that he will sett upp a ferry betwixt Boston and Charlton, and shall begin the same at such tyme as the Governor shall appoynt, shall have 1^d for every person, and 1^d for every 100 weight of goods hee shall soe transport." — Court Rec. I. p. 165.

On the 18th of May, 1631, Thomas Williams undertook "to sett upp a ferry betwixt Winnetsetmet and Charlton, for which he is to have after 3^d a person, and from Winnetsetmet to Boston 4^d a person."

In June of the same year, Edward Converse "sett upp a Ferry betwixt Charlton and Boston." His terms of transportation were "2^d for every single person, and 1^d a peece if there be 2 or more."

• In 1633 the general court allowed Mr. Richard Browne to keep a ferry over Charles river against his house, with the same rates of fare established by Converse.

On the 14th of May, 1634, the people of Winnisimmet were allowed the privilege of joining themselves either to Charlestown or to Boston before the meeting of the next general court, to be held on the first Wednesday in September, or else by that time to be joined to one of those towns by the court. As the inhabitants would not choose for themselves which town they preferred to belong to, on the 3d of September, 1634, it was ordered by the court, "that Wynetsetmet shall belong to Boston, and to be accompted as part of that town."

On Sept. 3, 1634, the ferry at Winnisimmet was granted to Samuel Maverick, and his heirs and assigns forever; "and it is agreed that the Court from tyme to tyme appoynt what shall be paid for the transportation of one alone, and what for two or more, both to Boston & Charlton."

On May 6th, 1635, it was "ordered that there shalbe a ferry sett upp on Boston syde by the wynd mill hill to transport men to Charlton & Wenesemet upon the same rates that the ferry men at Charlton & Wenesemet transport men to Boston."

Edward Converse, who in 1631 "sett upp a Ferry betwixt Charlton & Boston," was "admonished to bee more careful of the ferry, & enjoyned to man two boates, one to lye on the one side, and the other on the other side," etc.

On the 6th of September, 1638, the general court ordered: "There is a ferry appointed from Boston to Winnetsetmet Noddle's Island & the ships; the person to bee appointed by the magistrates of Boston."¹

On the 1st of Dec., 1638, it was ordered that no canoe should be used at any ferry upon pain of £5.

On the 7th of October, 1641, "It was voted that Winnetsetmet ferry should have but 3^d to Boston, & that both ferryes

¹ Mass. Records, Vol. I. p. 241.

should have liberty alike ;” also, “ The ferry from Boston hath liberty to carry to Noddle’s Island & the ships, as to Winnetset, according to the former order.”¹

Six years afterward, the following entry appears in the Registry of Deeds : — “ Samuel Maverick & Anna his wife together with John Blackleach and his wife granted and sold to Richard Bellingham & his heirs ‘ a messuage called Winnisimmet with the appurtenances ; also his interest in the Ferry.’ ”

It came into the possession of Samuel Bellingham, son and heir of Richard Bellingham, in 1695, and entered into a marriage settlement, under which it remained till 1716, when it became vested in Edward Watts and Anne his wife as joint-tenants.

In 1728 a marriage settlement was entered into between Anne Watts and Thomas Greaves, by which the “ ferry farm ” was conveyed to him ; and then, by a tripartite division of the Watts estate, Samuel Watts had allotted to him “ the ferry farm of 220 acres,” and also “ the sole privilege, benefit, and advantage of keeping the ferry called Winnisimmet, and the property thereto appertaining.” His son, Samuel Watts, at the death of his father in 1771, took the ferry property. He died in 1791, leaving several children, who conveyed the Winnisimmet farm by deed to Henry H. Williams, the father of Thomas Williams, who claimed the exclusive right to the Winnisimmet ferry, both on the Boston and the Chelsea side. The right was purchased afterwards from Mr. Williams and the city by the Winnisimmet Company, the remonstrants against the granting of the petition to establish a ferry from Boston to Noddle’s Island in 1832. Thomas Williams was afterwards the lessee of Noddle’s Island, and occupied it for farming purposes.

The ground on which the Winnisimmet Company opposed the petition was the belief that the right to run a ferry to Noddle’s Island already belonged to them by the various grants here quoted. It was, however, adjudged by the board desirable that a ferry should be established between Noddle’s Island and the city proper ; the petitioners were therefore licensed to keep the said ferry with steam or other good boats, they giving bonds with good sureties according to law for the faithful perform-

¹ Mass. Records, Vol. I. p. 338.

ance of the duty and service of said ferry, — “the fare or ferriage not to exceed those taken at the Winnisimet ferry, and the board to have free power to establish hereafter any additional ferry or ferries between Boston and Noddle’s Island, or between any other place or places within the limits of the city, whenever they deem it expedient so to do.”

A bond was given, according to the above order, in the penal sum of five thousand dollars, with the petitioners as principals, and Messrs. Robert G. Shaw and Daniel D. Brodhead as sureties. It having been notified to the committee of the board by the grantees that it was their intention to apply to the next legislature for an act of incorporation of themselves and their associates as owners of the whole of Noddle’s Island, and they having signified a wish that the bond with the above penal sum might be given by such corporation, if created, it was agreed that the bond of William H. Sumner and others, the petitioners, should be given up on the production of a proper bond by the corporation.

The first boat put upon the route was a small wheel-boat, which was purchased by General Sumner at Newport; it was worked by hand, and was capable of carrying about twenty-five persons; this was first used as a ferry-boat on the 1st of May, 1833.

In the autumn of the same year, the steamboat “Tom Thumb,” a miniature vessel, which had been used on the Chelsea ferry, commenced running on the East Boston ferry. These boats received and discharged their passengers from a narrow pile wharf, which was built by the East Boston Company; it extended out into water deep enough to allow the Tom Thumb to float at low-water. This wharf was on the north-west end of Smith’s head, where Weeks’s wharf now is; the distance from this to North Battery wharf on the Boston side was about three eighths of a mile.

The Tom Thumb was soon taken off for repairs, and the hand-boat was again put on. The Tom Thumb was taken round to Jeffries’ point, and up, through a creek which separated Camp hill from the rest of the Island, to what is now Sumner street, opposite the sugar-house; here a purchase was rigged around a large elm-tree, and the boat was hauled upon the land

sufficiently to undergo the necessary repairs. It was again launched into a pond made by the rising of the tide on Feb. 22, 1834, and in the succeeding March commenced running again on the ferry. This tiny steamboat, carrying with difficulty any thing but a few footpassengers with their baggage, with perhaps a light vehicle without its horse, presented a remarkable contrast with the large ferry-boats which were soon afterward put on, capable of carrying, with their living freight, the heaviest wagons and teams. As the Tom Thumb was displaced by the "Maverick," the "East Boston," and the "Essex," so the insignificant Noddle's Island has grown into the present "Island ward," perhaps soon to be the "Island city;" the very name of Noddle's Island sounds strangely now, except to the antiquarian and to the generation which is now rapidly disappearing from our midst.

The Tom Thumb was intended only for a temporary boat until the company could build larger ones better adapted to the demands of a rapidly increasing population. Large steamboats occasionally landed passengers at the Island on public or festive occasions. According to Mr. Guy C. Haynes, the first *horse and chaise* ever seen in East Boston was brought over on September 25; this is interesting, as there was at this time no regular conveyance for teams to the Island; the chaise, and, he believes, the horse (both of which belonged to him), were brought over in the Tom Thumb; before this, Mr. Dunbar had brought over several working horses by means of a scow. During the repairs to the Tom Thumb, a new boiler was put in, made by Mr. Thomas B. Stillman of New York, which cost \$750. The total cost of the Tom Thumb to the company, as taken from the treasurer's books, was \$9,789.89, up to the year 1837, when she was sold for \$2,107.27, making the actual cost \$7,682.62; the treasurer was authorized to make the sale by a vote of July 20, 1835.

In October, 1833, the company contracted for a steamboat for the use of the ferry between Boston and East Boston, to be placed on the route as early as possible in 1834. The boat, the "East Boston," was built by Mr. Benson Clock on East Sumner street, at the south-east end of the sugar-house, where the track and workshops of the Eastern Railroad were afterwards

erected. The boat was launched August 9, 1834. The cost of the boat was \$12,829.32, and of the machinery and extras (for which \$7,350 had been appropriated), \$6,915.03; in all, \$19,744.35. The boilers and engine were made by Mr. Thomas B. Stillman, at the Novelty Works, New York.

After ineffectual attempts to obtain a ferry landing on the Boston side on Commercial wharf, an arrangement was effected in the spring of 1834, by which Lewis's wharf became the Boston landing. Messrs. S. White, D. D. Brodhead, and Gardner Greenleaf were appointed a committee of the East Boston Company to report rules and regulations for the government of the ferry, subject to the approval of the grantees. This committee reported the following regulations for 1834, which were adopted:—

A boat to leave one side or the other as often as once in every fifteen minutes.

The boats to be exclusively employed on the ferry, and not to be taken off for other service, unless by a vote of the directors.

There is to be no delay at the landings; and, at least one trip to the Island after sunset.

Free tickets to be allowed to the following persons:—

President, directors, and other officers of the East Boston Company; of the East Boston Wharf Company; of the East Boston Timber Company; of the Boston Sugar Refinery; of the Merchants' Marine Railway.

The building committee and agent of the Maverick House Company.

The officers and agents of such other companies as may commence works or buildings at East Boston, and to such other persons as by vote of the directors may be allowed free tickets, or may accompany them to view the company's property.

The privileges of free passage to the foregoing companies are to cease after their respective works are completed.

Rates of Toll. For transient footpassengers, six cents each; tickets in lots not less than one hundred, at five cents each. For residents, or persons employed on the Island, three cents each.

Heads of families residing on the Island may compound for toll at a yearly rate of two dollars for each person composing the family.

The master of the boat to receive the tolls, and to account for the daily receipts accurately to the superintendent once every week.

On May 13th, the following letter was sent to Messrs. W. H. Sumner, F. J. Oliver, and S. White, grantees of the ferry from Boston to Noddle's Island:—

"GENTLEMEN,—I have been ordered by the directors of the East Boston Company to forward to you a copy of certain regulations for the government of the ferry, such as would, in their opinion, be suitable for its regulation, and conducive to the interests of the various parties concerned in it. I accordingly enclose a copy, and hope that they may meet with your approval. Very respectfully, your obedient servant,

"A. BINNEY, *Clerk of E. B. Co.*"

On May 26th, the clerk read the following reply :—

"To AMOS BINNEY, clerk of the East Boston Company :—

"SIR,—We have taken into consideration the proposals of the East Boston Company for the regulation of the East Boston ferry, communicated to us in your letter of the 13th inst., and have the pleasure to reply, that, interested as we are in the lands at East Boston, we are desirous of favoring its settlement by as low a rate of ferriage as the receipts will allow. We therefore accede to your request for the present season. When the contemplated bridge¹ and road are completed, the whole subject will require supervision.

"We are respectfully, your obedient servants,

W. H. SUMNER,
STEPHEN WHITE,
FRANCIS J. OLIVER."

In September, 1834, the company contracted with Messrs. Vaughan and Pierce for a ferry landing on the East Boston side. Until the ferry slips were finished, the "East Boston," at high-water, used to run up along-side the East Boston Wharf, and the passengers would disembark by climbing up on the wharf; at low tide, the boat would run to the little pile wharf built at Smith's head for the Tom Thumb.

During this month, the company contracted for a new ferry-boat, to be built on the same model and of the same dimensions as the "East Boston." This boat, the "Maverick," was built by Brown and Bates, on Central square, and was launched

¹ Free bridge and road to Chelsea.

January 28, 1835. The cost of the boat was \$8,816.72, and of the boilers and machinery, furnished by Mr. Thomas B. Stillman of New York, \$6,940.20; total cost, \$15,756.92. As Mr. Clock demanded an extravagant sum for giving up the drawings and models of the "East Boston," Messrs. Bates and Brown were allowed thirty dollars, in addition to their contract, for laying down the model of the "Maverick."

The company thus had two ferry-boats, large and commodious, having excellent cabins both for gentlemen and ladies. On the 27th of May, 1835, they commenced their regular trips, opening a direct communication, by means of Chelsea street and the Eastern avenue, with the towns intersected by the Salem turnpike. The account of the celebration of this important event, and of the opening of the Maverick House, has been given in the preceding chapter. In this way was Boston connected with East Boston, in a manner more durable than by constructing a tunnel under the bed of the stream, or by spanning the waters by a magnificent bridge, both of which schemes were entertained in times past. Thus were the inhabitants of the old crowded hive in Boston tempted to enjoy the sea breeze in a four minutes' sail to East Boston; "and the merchant, weary with the toils of a sultry day in the old city, to hie to the new; and, sitting down by his vine-sheltered dwelling, to drink the fresh and cooling breeze, with his warehouse and vessels in full view." It will be borne in mind that, at this time, many lots had been sold, and several fine houses were either finished or in process of erection on Belmont.

In September, 1834, the directors of the East Boston Company voted that Messrs. J. Binney, White, and Oliver, be a committee "to consider the propriety of forming a new company to hold and manage the ferry and bridge and roads, and other property connected therewith; and, in case they think it expedient to form such company, then to report a plan for its organization."

In December, 1834, this committee reported that they were of opinion that it would be for the interest of the stockholders that such a new company should be formed, and they presented a sketch of a plan in accordance with which they recommended the formation of a new company, as follows:—

“The new company should purchase,—

“1. Of Benj. T. Reed and others, their right and interest in the Chelsea free bridge, as grantees by their act of incorporation.

“2. Of William H. Sumner and others, their right and interest in the ferry between the city proper and East Boston, with the ferry-boats and landings, and the privileges granted to them by the mayor and aldermen of Boston.

“3. Of Amos Binney, all his right in the new road now being constructed from the Chelsea free bridge to the Salem turnpike.

“4. Of the East Boston Company, the plat of ground laid down on the company’s plan as a public garden, and also all said company’s interest in the property before named.

“The directors of the East Boston Company for the time being should be the directors of the new company, and should have full power to regulate and manage the ferry and other property, and the affairs of the company generally,—it being their duty to make division of profits, should there be any after paying the expenses of keeping the property in repair and making such improvements as they may think necessary. But they shall never so diminish the rate of tolls on the ferry as to reduce the income of the stockholders to less than six per centum per annum on the amount of their capital stock.

“The property should be held by trustees, as joint-tenants, and certificates of the interest of the respective stockholders in the trust property should be issued in shares of one hundred dollars each.”

These were read, and accepted unanimously.

It was then voted, “that the East Boston Company will assign their right and interest in the property proposed to be held by the new company for the sum of \$66,000.”

It was also voted, “that the superintendent and treasurer be a committee to call upon gentlemen, and ascertain if there is a disposition to form such a company, and to prepare subscription papers for that purpose on the basis reported by the committee.”

On January 15, 1835, the superintendent reported that a company had been formed to purchase the property mentioned in the report of the ferry committee at the last meeting, for the

sum of \$66,000, and that the amount would be paid as soon as the necessary papers could be prepared. These papers the solicitor of the company was requested to prepare.

It was therefore voted, "that a dividend of \$66,000, being \$12.50 per share, be declared and made payable by the treasurer, so soon as he shall have received funds from the purchasers of the ferry property, to persons holding stock."

In 1835, the East Boston Company had advanced and paid in cash the sum of \$85,611 for boats, drops, slips, tanks, wharf, and ferry landing, and had also made a grant of, and conveyed for the support of the ferry, a tract of land measuring 562,500 square feet, worth at that time not less than ten cents a foot, amounting in the whole to \$141,861. All this, then, was conveyed to the new company for \$66,000, and they divided it into one thousand shares, at the nominal value of one hundred dollars each.

The ferry property, as above enumerated, was conveyed to the new company, in a complete state for commencing operations as a ferry, the East Boston Company discharging all bills and expenses incurred in effecting such completion, amounting to several thousand dollars. The president of the company was authorized to execute a deed of the public garden, and the treasurer to make a bill of sale of the boats and other personal property, under the agreement with the new ferry company.

The undertaking was not profitable, and during the first year it sank more than \$22,000. Discouraged at such an unexpected result, the association would have discontinued the ferry, to the great detriment of the Island, had not the East Boston Company come forward and sustained it. The Eastern Railroad Company afterward located their road at East Boston. Their act of incorporation contained an express provision "that they should use the ferry then established, or some other ferry, to convey their passengers to and from Boston;" and, in order to avoid the delays incident to an ordinary ferry under the control of another company, they purchased, in December, 1836, a majority of the stock of the ferry association, paying \$51,000 for 510 shares. They were forced to do this, as the East Boston Company, to protect themselves, had from the beginning agreed

to make no conveyance of a wharf lot on the Island without a condition "that no ferry should ever be established or run from the premises."

Upon the railroad company becoming thus interested in the support and management of the ferry, new and increased accommodations were provided, both for the railroad passengers and the public. A new slip was built on the East Boston side, for the exclusive use of the railroad, and, soon after, the railroad company built two new slips on their wharf on the Boston side, one for their own boat, and the other for the public ferry landing, both approached by a wide and convenient avenue from Commercial street. The railroad company obtained the right to run their own boat to their own slip for the conveyance of their passengers only; but the freight was still to be carried over the public ferry, by agreement. Still the ferry did not support itself; its expenses far exceeded its income.

In September, 1837, the treasurer of the ferry company asked a loan of the East Boston Company of \$6,000, to enable him to meet the demands against the former. It was voted to advance it, provided the Eastern Railroad Company would do the same. In consideration of the importance of sustaining the ferry company as then carried on until the railroad was in operation, it was voted, on December 1st, to loan one half of the amount required, if the railroad company would do the same. The latter company having agreed to do so, the East Boston Company did the same, it being understood by all the parties that said sums, "for which notes shall be given, shall be loaned solely on the pledge of the property of the ferry company, and that neither the Eastern Railroad Company, nor any other shareholders in the ferry company, shall ever be liable in their individual capacity for the payment of any such sums as may be advanced."

By virtue of the indenture of December 19, 1836, two directors to be chosen by the East Boston Company, joined to the directors of the Eastern Railroad Company, were to constitute the board of directors of the East Boston Ferry Company.

The two companies allowed equal sums for the maintenance of the ferry, and had each advanced \$15,000 for this purpose up to May, 1838; the railroad company were the largest stock-

holders in the ferry property. It was thought that an additional boat was necessary for the accommodation of the passengers of the Eastern Railroad, which was opened in August, 1838; but it was thought best to try the experiment with two boats until their insufficiency was proved; the railroad company, not being able to purchase one of the old ferry-boats, were afterwards compelled to employ one of their own.

In 1839 it was agreed that the ferry property should be considered as joint security for the East Boston Company and the Eastern Railroad Company for the debts due them; and that neither company would bring suits on any notes or demands against the ferry company for advances made to it, nor attach its property, except for notes or demands on the joint account.

In April of this year an arrangement was made for the temporary management of the ferry between the three companies. Without affecting any rights or privileges they then had under the "ferry indenture" of December 19, 1836,¹ the East Boston Company agreed to maintain the ferry, furnishing the funds, paying all expenses from March 1, 1839, to June 1, 1840, meeting all outstanding debts due on the latter date, and paying, on or before that day, to the treasurer of the ferry company \$8.77 for each day's deterioration of the property by use, and an annual rent of \$1,250 for the landing on Lewis's wharf. The railroad company were to enjoy all their actual privileges, and to have any further accommodation not inconsistent with the ordinary travel; the ferry-master to manage and direct all matters as the directors of the East Boston Company should request. The railroad company were to pay as before for tolls and ferriages, but to be entitled to the same rate of deduction on burden carriages as persons occupying stores and wharves at East Boston. All other travel was to be at the rates agreed upon by the East Boston Company, and no permits were to be granted beyond June 1, 1840. All the income during this time was to be at the disposal of the East Boston Company for the payment of expenses, this company supplying all deficien-

¹ Between J. Binney, W. Fettyplace, and B. Lamson, trustees of the ferry company on the first part, the East Boston Company on the second part, and the Eastern Railroad Company on the third part.

cies ; any excess of income over expenses was to be applied to paying the interest due on debts from the ferry company to the East Boston and Railroad Companies, and any excess beyond this to be retained by the East Boston Company for their own use. All the debts, dues, and demands against the ferry company up to March, 1839, were to be discharged, so that the company should be free from debts, excepting those due to the East Boston and the Railroad Companies. The East Boston Companies were not to be considered as standing insurers for the boats.

This arrangement was agreed to by the three companies ; and it was believed that under it, after the end of the year, the ferry would more than sustain itself. It was continued beyond the time specified until September, 1841, when the Eastern Railroad Company notified the East Boston Company that they intended to proceed to annul the indentures, and to collect the debt due from the ferry company by judicial process, unless some satisfactory arrangement could be made by the parties concerned ; and to put an end, by giving ten days' notice, to the temporary arrangement by which the East Boston Company agreed to conduct the ferry.

The reasons for this movement were, that the capital of the ferry company was more than exhausted, and that, from many shareholders transferring their stock in it to parties wholly irresponsible, the railroad company were liable for its heavy debts. They therefore thought that the indentures ought to be annulled, though this would involve a loss to them of all their stock and a portion of their debt. To save the expenses of a suit, the railroad company proposed that the two companies should receive from the trustees a conveyance of all the property, real and personal, and the franchise of the ferry ; and, in consideration of such conveyance, to discharge their demands against the ferry company, and to reconstruct the ferry upon the following terms and basis : —

1. That the indenture be cancelled, the property being taken jointly by the two companies in satisfaction of their demands ; and the same (with the exception of the public garden, to be equally divided between the two companies and held by them in fee, without any restriction, except the present lease, to Mr.

Mason), be placed in trust for the purpose of continuing the present means of communication between Boston and East Boston, — the East Boston Company to place the franchise in the hands of whoever may be appointed by the two companies to take the trust.

2. The railroad company to run their own boat at their own expense, and to and from their own slips, if such can be procured, or to the present slips as they now do, without charge by, or any account to, the ferry company, or its successors.

3. The common ferry to be run on the joint account of the two companies so long as the receipts shall equal the expenses, including the rent of the slip on the Boston side, and \$5,000 for deterioration of property by use; but no longer (unless either or both shall make up its receipts to said expenses) than the value of the accumulated fund, if there be any, and the value of the boats, etc., shall enable it to be continued without involving the property in debt.

4. During the continuance of the ferry neither company to suffer any other ferry to be run from their premises (always excepting the railroad company), without the mutual consent of the two companies.

5. If the ferry should continue to run to Lewis's wharf, a reasonable rent to be paid to the railroad company; if the latter company furnish a separate slip on the Wilkinson and Pratt wharf, the rent to be \$4,000 a year and taxes; two thirds of the excess of receipts over expenses, if there be any, to go to the railroad company, and the other third to be at the disposal of the trustees for the benefit of the two companies.

6. Common passengers to pass by the railroad boat on presenting a ferry check, and railroad passengers, with their baggage, to pass by the common boats, on an order therefor from the railroad superintendent, — but not otherwise.

7. One of the common ferry-boats to be used by the railroad company, without expense except for fuel and crew, whenever their own boat cannot be employed on account of repairs.

8. The present drops, piles, buildings, etc., at Lewis's wharf to be the property of the railroad company, and to be used at the new slip.

9. Transportation of merchandise to the railroad to be paid for as now, but the railroad company to be allowed to transport goods and merchandise in any manner they think fit, as by boats, vessels, etc.

10. No change in the present rates of toll to be made except by mutual consent ; but all privileges and reductions to others than residents of East Boston, or persons doing business there, to be annulled. Directors, officers, agents, and operatives under yearly pay of both companies to pass toll free in any of the boats.

This arrangement was accepted by both companies.

The East Boston Company offered to stockholders in the ferry company other than the railroad company, shares in the East Boston Company's stock (No. 1 land dividend off), share for share, in exchange for their ferry stock ; provided they would accept the same on or before October 15th next, and provided all of the stockholders would agree to such an exchange.

The trustees of the ferry company agreed to make such conveyance to the trustees appointed by the two companies, provided they agree to receive the same in full satisfaction of their respective debts, the two companies to pay the current debts and demands contracted by the superintendent and treasurer in conducting the business of the ferry. This was agreed to by the two companies, each one to pay one half of the said debts and demands.

Accordingly, in July, 1842, the ferry property, held in trust for its benefit, was conveyed in fee-simple to Mark Healey, president of the East Boston Company, and David A. Neal, president of the Eastern Railroad Company, in trust for the said companies ; and on the receipt of the property the debts of the ferry company were discharged on the treasurer's books of the two companies. Deeds of sale and conveyance of the public garden were also made by the trustees of the ferry company, with the assent of the East Boston Company's directors as required by the indentures.

As soon as the ferry came into the possession of the two companies, increased accommodations were provided both for the railroad and ordinary passengers. A new slip was built on the East Boston side for the exclusive use of the railroad, and the

railroad company soon afterward built two new slips on the Boston side, one for their own boat, and the other for the public ferry landing; the new avenue proposed at first by the railroad company, leading from the landings to Commercial street, being deemed insufficient to accommodate the increasing travel, and being objected to by the East Boston Company, co-proprietors, the present wide and convenient street was laid out.

Still, the ferry did not support itself, and was only kept in operation by the advances of money made by the two companies; from 1837 to 1842 it had sunk over and above all its receipts \$90,000, without including interest money, or the depreciation of boats and machinery.

From 1842 to 1852 the ferry was owned and run (under license) by the East Boston Company and the Eastern Railroad Company. In 1844 a committee of the residents of East Boston was appointed to ascertain at what price the East Boston Company would sell its interest in the ferry; but nothing was effected. The East Boston Company made several ineffectual attempts to purchase the Eastern Railroad Company's interest in the ferry; but without avail. The two companies had so many conflicting interests and points of difference, that umpires were appointed to settle and decide upon the questions in dispute between them in regard to its management and maintenance.

In April, 1847, W. C. Barstow, Esq., manager of the ferry for the East Boston Company, reported that he had examined the ferry-boats "East Boston" and "Essex," and had found them decayed, lightly timbered, inconvenient, with the beams in the hold propped up to support the weight of heavy teams; and with the machinery and boilers in bad condition and requiring constant repairs. He advised that two new boats should be built, of a more modern and convenient style; the "Maverick" would be serviceable as a third boat for some years. A contract was accordingly made with Samuel Hall, Esq., of East Boston, for the hull of a boat complete for \$11,200; and with J. P. Allaire, Esq., of New York, for an inclined plane, low pressure, condensing steam-engine, of thirty-one inches cylinder and seven feet stroke, with the most approved boiler, for \$10,000;

the expenses for copper, anchor, cable, bell, and furniture were additional; the boat was to be ready for running by the 15th of January, 1848. This boat was called the "Suffolk."

From 1842 to 1851, the aggregate receipts as compared with the expenditures, showed a loss to the two companies of nearly \$29,000.

For some time previous to the autumn of 1851 there were many citizens of East Boston who thought the business of the Island was not sufficiently accommodated by the existing ferry facilities, and they began to agitate the subject of obtaining a charter for a new ferry. Meetings of the citizens were held, the subject was freely discussed, and a committee was appointed to apply to the legislature for a charter. The application was made, and was opposed by the old companies who had the management of the ferry.

Early in 1851, the East Boston Company appointed a committee, to be joined by one from the Eastern Railroad Company, to apply to the legislature for an act of incorporation for the ferry. Of these two petitioners in the field, the old company opposed the incorporation of a new one, on the ground that there was not travel enough for two ferries; the existing ferry, from its favorable location, its moderate rate of tolls, its responsible owners, and its accommodating management, being amply sufficient for the public accommodation. The new company wished to get possession of the property of the old; but with the capital prayed for, \$150,000, no increased facilities could be afforded; neither could the rates of toll be diminished consistently with the support of the ferry,—the mere transfer of the property from one party to another would in no way benefit the public,—the heavy losses liable to be incurred from collisions with sailing vessels and boats could not be paid for by a company with so small a capital, and with all its corporate property in its boats; while under the present management, the whole corporate property of the East Boston Company and the Eastern Railroad Company was pledged to meet such losses. The new company opposed the incorporation of the old, on the ground that it was a monopoly, indisposed or unable to furnish the accommodations demanded by the growth of the Island.

But the charter was granted, after having been so amended as to include among the corporators some of the friends of the old ferry. A company was formed, embracing a portion of the original applicants and the owners of the old ferry, which, with its boats, slips, etc., was transferred to the new company at an appraisal of \$200,000. The aggregate cost to the East Boston Company of maintaining the ferry up to this time was over \$203,000. The East Boston Company and the Eastern Railroad Company sold their interest in it to the new company for \$100,000 each.

The "East Boston Ferry Company" was incorporated May 18, 1852, for the term of twenty years,—Samuel Hall, Noah Sturtevant, Daniel D. Kelley, Samuel S. Lewis, Albert Thorndike, and William C. Barstow being the petitioners. The capital stock was fixed at \$200,000, in two thousand shares of \$100 each, with liberty to increase it to \$300,000. They were allowed to collect and receive such tolls as the mayor and aldermen of the city of Boston for the time being should determine, the rates, however, never to be so much reduced as to make the yearly dividends of the company less than eight per cent. on the amount of capital invested. The city of Boston, by the ninth section of the act of incorporation, was at liberty, at any time during the continuance of the charter of the company, to purchase its franchise, property, rights, and privileges, by paying therefor such a sum as would reimburse them the amount of capital paid in, with a net profit thereon, as should be agreed upon, not exceeding ten per cent. per annum from the time of the payment thereof by the stockholders to the time of such purchase.

The new company made important improvements in their accommodations. In 1852 they built the "Norfolk," and contracted for the "Daniel Webster," which was launched in 1853. They also ran a boat all night, making half-hourly trips from midnight till two boats came on at daylight. They also obtained a portion of Sargent's wharf on the Boston side, and built a new slip; after which time three boats ran during the day, furnishing ample accommodations for the public travel. They had two good slips on each side, three excellent boats, and one spare boat, the "Maverick;" their ferry houses con-

tained all the modern improvements, and were very comfortable and convenient for the passengers.

But all this was not satisfactory to every one. Some of the individuals active in getting this charter were not satisfied with the organization made under it, and they soon began to take steps to obtain a charter for a new and independent ferry. After strong opposition, upon the grounds already stated, an act of incorporation was approved 25th May, 1853, for the new ferry, which was organized under the name of the "People's Ferry." Subscriptions to the stock were at once obtained sufficient to warrant the commencement of the work; the necessary landings were procured, boats were contracted for, and the enterprise was carried on with the utmost vigor, and resulted in the establishment of a second fine communication between the city and East Boston.

The landing of the "People's Ferry" at East Boston is on what was formerly known as Cunningham's wharf, on Summer street, in section two; and on the Boston side, in Commercial street, at the site of the old Marine railway. The distance across is about eighteen hundred feet, a little less than at the old ferry, and is performed by their present boats in less than three minutes. The ferry-boat "Washington" arrived from New York, where she was built October 9, 1854, and on October 12, the second new boat, the "John Adams," also from New York.

Previous to putting the first boat of the line upon the ferry, the directors thought it advisable to invite the stockholders, and various gentlemen of the different professions in our city, to make a short excursion in her down the harbor, in order that they might see for themselves the beauty and neatness of the boat, make a trial of her speed, and see the excellent manner in which she worked. Such a trip was accordingly made; the boat, with about two hundred gentlemen on board, leaving the East Boston side at three o'clock. The boat was gaily decked with colors. As she passed along in front of the wharves on the city side, she saluted the various steamers with her whistle. She went round Rainsford island and Fort Warren, and then turned her head homeward again.

Shortly after leaving the slip, the company on board were

invited to partake of a substantial collation, provided by Mr. J. G. Chandler of East Boston. After this had been partaken of with a good relish, a meeting was organized by the choice of Oliver Frost, Esq., as chairman, who made a brief address, congratulating those present on the establishment of the new ferry. He was followed by Matthew Hale Smith, Esq., Mr. John Crowley, Phineas Burgess, Esq., Charles F. Gardner, Esq., one of the directors, James Whiting, Esq., and B. F. Russell, Esq. The remarks of these several gentlemen were brief, and appropriate to the occasion, and were well received by the company present.

The boat reached the city on her return about half-past five, and the members of the party residing in the city proper were landed on the Boston side. All seemed delighted with their trip and the boat, and, before leaving, gave three hearty cheers for the success of the "People's Ferry."

The ferry went into active operation on October 12, 1854; it now has three boats, named from the first three presidents of the United States. On the day of the opening of the People's Ferry, the East Boston Company took possession of the landing on the Island side, as the conditions of sale of the water lots had been violated,¹ forbidding the running of any ferry from the premises. The question here involved still remains unsettled.

Before the establishment of the People's Ferry, the East Boston Ferry Company were doing very well; the report of the company for the year 1853 gave for the receipts \$97,512.48, and for expenditures \$78,005.88, an excess of receipts over expenses of \$19,506.60; the first time, since its establishment, that its income had exceeded its expenditures. But this prosperous state of things was of short duration. The People's Ferry took off a considerable portion of the travel from the old ferry; and, as there was not business enough to support them both, the consequence was that both companies lost money every day. Hence the officers petitioned the city government

¹ In all the deeds of conveyance from the East Boston Company of their front or water lots, was inserted the clause, "*that no ferry should ever be established or run from the premises.*"

for an increase of tolls, for, by their acts of incorporation, the city government had the right to fix the tolls, which were not to yield more than eight per cent. profit on the capital stock. On the other hand, the citizens of East Boston petitioned the government for aid to the ferries, so as to keep the tolls at the present rate. But, in any case, the principles of common justice demand some concessions to this enterprising and rapidly growing portion of the city. In the first place, the city government should not tax the property of the ferries, and should refund the taxes already paid. South Boston has three free avenues, supported by the city, and partly by East Boston money, while East Boston furnishes its own means of conveyance to the city, and then pays heavy taxes on the very conveyance; for, as the tolls are not permitted to pay the companies over eight per cent., the tax on the property must be paid by the people who use the ferries. This is manifest injustice.

In the second place, the city should buy the avenues from Commercial street to the ferries, and make them public streets. The old ferry pays \$6,000 per annum for rent of their avenue from Commercial street to their drop; and the new ferry purchased their avenues on both sides, eight per cent. on the cost of which the tolls must pay. While new and expensive streets are opened and supported without hesitation in the city proper, East Boston, with nearly seventeen thousand inhabitants and taxable property of \$8,000,000, paying her proportion of taxes for city improvements, has not a single public street by which the citizens can pass to the city proper. This is another most manifest piece of injustice.

The relief afforded by ceasing to tax the ferries and by making the avenues free would probably enable the ferries to sustain themselves without an increase of tolls, and without the grant of large sums of money from the city.

There seems to be a great difference of opinion among the residents of East Boston as to the possibility of accommodating all the travel by a single ferry. If the city pay \$100,000 to each of the ferries for its avenues, it is probable that both might support themselves without an increase of tolls. If the city should not thus purchase the avenues, many are of opinion that the two ferries should be united under one charter, and be

managed by one corporation; and, from present appearances, this will be the final result of the existing difficulties. This, of course, would excite the strong personal feelings of the partisans of each company, many of whom would sacrifice their entire property in them before consenting to a consolidation. Those who wish for consolidation believe that there is not business enough for two ferries, and they rely for their belief on the reports of the companies themselves; if such be the case, the union of the ferries, and the consequent withdrawal of two boats, would reduce the expenses one half; and then, if a free right of way were given by the city (which, with justice, could not be denied), the heavy rent thus saved would enable the single ferry to build new drops and landings, and to offer to the travelling public every reasonable accommodation.

On the contrary, the advocates of two ferries consider a union as fatal to the interests of the island, by plunging them into the same evils of monopoly which excited to the establishment of the People's Ferry; they believe that there is business and travel enough to support two ferries. Confessing that both are now running behindhand, help must be obtained, either from the city or by the raising of the tolls. Each of these plans has its advocates in East Boston.

In the month of April, 1856, there appearing to be no prospect of immediate decision on the part of the city, both ferries, in self-defence, raised their tolls. This act at first was received with considerable indignation by the people, and some violent demonstrations were threatened; but the cloud passed over without serious difficulty, as it was apparent to every well informed man on the Island that the ferries could not live at the old rates.

It is hoped that the ferry difficulties will in the end be adjusted amicably, and to the satisfaction of all concerned; but it is much to be regretted that this bone of contention was ever thrown among the people of East Boston; the bickerings and ill-feeling arising out of the controversy will exert an unfavorable influence on the interests of the Island for some time to come.

Besides their importance as avenues of communication, the East Boston ferries render great service to the commerce of

Boston by keeping the harbor clear of ice; that portion of the ice which forms below them, being broken and separated by the passage of the boats, drifts out to sea with the ebb tide, while the upper part of the harbor, including Chelsea cove, remains blocked up. The boats can ply uninterruptedly during the coldest winter, as has been sufficiently proved by the severe winter of 1855-56; with the thermometer several degrees below zero for many days in succession, it was kept continually open. The part of the harbor where the ferry is established is the last to be obstructed by ice, it being situated at the confluence of the Mystic and Charles rivers, whose rapid current at this comparatively narrow spot prevents the formation of ice there, even when the harbor is frozen both above and below it. There is less interruption at this ferry than at many of the bridges, whose obstruction from the frequent lifting of the draws will increase from year to year with the number of vessels demanded by an increased population and trade. When we reflect that several thousand vessels pass the draws of the different bridges in the course of a year, we may understand the great advantages possessed by a ferry over this mode of communication.

At the time we close this article (May, 1858), no result has been reached on this perplexing subject, and it is impossible to foresee what arrangements will be made. The various projects proposed have their several supporters, and the differences of opinion of Island residents and the clashing of private interests render a plan which shall give mutual satisfaction difficult of accomplishment. The prosperity of East Boston depends in a great measure upon a judicious settlement of this important subject, and it is hoped and believed that the present agitation of the matter will not cease until the Island ward is possessed of equal advantages with the other wards under the same city government.

BRIDGES.

As early as 1727, John Yeamans, one of the early proprietors of the Island, advocated the construction of a bridge from the Island to Winnisimet. At this early period it was believed

that Noddle's Island, from its deeper water and its more convenient south-west front, presented advantages superior to those of Boston as a commercial emporium. Mr. Yeamans' attention was drawn off from Boston to the West Indies and to England, to matters vitally important to the welfare of the British colonies.¹ Had he carried out his proposed scheme of a bridge, it is quite probable that the principal part of Boston would have been on the Island side of the channel.

Chelsea Free Bridge.— On the 2d of December, 1833, the East Boston Company, perceiving the importance of a free communication with Chelsea, appointed Messrs. White and Sumner a committee to present a petition to the legislature at its next session for leave to build a bridge over the creek between East Boston and Chelsea. On the 7th of December the petition was prepared and accepted, and the signatures of proprietors and residents at East Boston were obtained.

On the 28th of March, 1834, an act of incorporation was granted, making Benjamin T. Reed, Amos Binney, John Henshaw, and their associates, successors, and assigns, the proprietors of Chelsea Free Bridge. They were authorized to build a bridge across Chelsea creek from the northerly side of Noddle's Island to Dr. B. Shurtleff's farm in Chelsea, which is a distance of 690 feet, where the bridge was constructed. It was to be well built, not less than twenty-five feet wide, with railings for the protection of passengers, and a draw not less than twenty-five feet wide, to be at all times raised on demand for the passage of vessels, a detention of more than an hour to be punishable by a fine of from three to twenty dollars, — no toll was to be demanded of persons passing over it: "*Provided always*, that if, at any time hereafter, the proprietors of said bridge shall lay out, or cause to be laid out and made, any road from the Chelsea end of said bridge to any road whatsoever within the limits of the town of Chelsea, the inhabitants of said town shall never be chargeable with any cost or expense whatsoever for the laying out, making, repairing, or maintaining such road;" and provided also that the bridge shall not be built until a

¹ See Chap. X.

good bond in the penal sum of \$3,000 be given to the Commonwealth, conditioned to pay all penalties and forfeitures incurred within the meaning and intent of this act; the corporation to be liable for all damages to travellers over said bridge happening through any defect in the same, — the act to be void unless the corporation build the bridge within three years after its passage.”

According to votes passed at a meeting of the stockholders of the Chelsea Free Bridge Company, September 29, and of the East Boston Company, November 1, 1834, a bond was given to the Commonwealth in the penal sum of \$3,000, signed by A. Binney, the treasurer of the Chelsea Free Bridge Corporation as principal, and by Wm. H. Sumner, the president of the East Boston Company as surety, for the payment of penalties and forfeitures within the meaning of the act. The bond was annexed to the bond in the treasurer's office, signed by Jno. Wheeler, the clerk of the bridge corporation, and A. Binney, the clerk of the East Boston Company.

A handsomely gravelled bridge was built by Mr. J. W. Alexander, at a first cost of \$8,227.76. In October the bridge was so far finished that Robert H. Eddy, Esq., drove a horse and chaise over it from Chelsea, which was probably the first one ever driven to East Boston from that direction.

Early in 1834, committees met on the part of the Salem Turnpike Corporation and the Chelsea Bridge Corporation, and made arrangements for the continuation of the road from the free bridge to the turnpike, thus opening a communication with Chelsea and the country north and east of it. The construction of this road was commenced by Wilson and Devoy, in June, 1834; it was suspended during the summer, and was graded, gravelled, and fenced in, making an excellent, level road, which was opened to public travel in May, 1835, when the Maverick House was opened, and the ferry-boats commenced their regular trips.

Dr. B. Shurtleff conveyed land for the road from the bridge to Bass creek to Messrs. John Binney, W. Fettyplace, and B. Lamson, on July 10, 1835; and on December 2, 1835, the Carey heirs conveyed land for the road to the Salem turnpike to the same gentlemen for \$1,250. On December 7, 1835, B.

T. Reed, A. Binney, and J. Henshaw gave a quitclaim deed of the free bridge to Messrs. Jno. Binney, Fettyplace, and Lamson, the trustees of the new ferry company's property.

The road from the bridge to the Salem turnpike was called the "Eastern Avenue;" it was about $1\frac{5}{8}$ miles long, and, up to the time of its first public opening, had cost over \$12,000, as follows:—

Cost of road, including bridge over Bass creek . . .	\$10,889.00
For land from the Carey heirs	1,250.00
For fencing, paid to B. Shurtleff	150.00
	<hr/>
	\$12,289.00

In the month of December, 1833, the company voted to construct Chelsea street from the hotel across the marsh to the upland, forty feet wide from its southerly line, and in the following year it was built to the free bridge, in a north-easterly direction, a distance of $1\frac{3}{8}$ miles. This fine street has a width of seventy feet, and is intersected by nine cross streets, each of which is fifty feet wide. In 1854 the city paved that portion of it between Maverick square and Decatur street, and it is now one of the finest avenues in the vicinity of Boston, and makes a direct communication between East Boston and its northern neighborhood. The distance from the ferry landing to the Salem turnpike is about three miles. As it avoided two of the principal hills which must be passed by the old turnpike route over Chelsea bridge or Winnisimet ferry, and was much shorter than the Chelsea and Charlestown bridge road, and cheaper than the latter by nearly half the toll, it was the favorite avenue to the city in this direction until the establishment of the Meridian street bridge.

By an agreement between the East Boston Wharf Company and the East Boston Company in 1835, a way, seventy feet wide, is to be for ever kept open for the accommodation of public travel to the ferry landing at the end of the wharf. The whole route from the ferry landing to the Salem turnpike soon afterward became the property of the ferry company.

It has been stated in the previous article, that, in 1835, a new ferry company was formed, which, for the sum of \$66,000, became possessed of the rights and interests of the respective par-

ties in the ferry and its landings and boats in the public garden (which consisted of about 13 acres of land, divided into 48 lots of 100 feet square, and included those parts of Princeton and Brooks streets which were continued through it), in the Chelsea free bridge, and in the Eastern avenue; the property to be held by the trustees as joint-tenants.

From this date the East Boston Company and the Chelsea Free Bridge Corporation surrendered the Eastern avenue to the ferry company, at whose expense it was to be kept in repair. The losses of this ferry company were such, that, in 1836 (Dec. 19), a deed of indenture was executed between Messrs. Binney, Fettyplace, and Lamson (the trustees above alluded to), and the East Boston Company and the Eastern Railroad Company, who had located their road on the island, by which the management of the ferry and its property was transferred to these two companies. The expenses on the free bridge and road from 1835 to July, 1842, were \$1,186.36. During this time, the ferry having become insolvent, the two companies, who had advanced considerable sums of money to sustain it, were compelled to take the whole ferry property in payment for their debts. On May 2, 1842, Messrs. Fettyplace and Lamson (the surviving trustees) conveyed the whole property to Messrs. Healy, Neal, and Greenough, trustees; they, on July 29, 1842, conveyed it to the East Boston and the Eastern Railroad Companies. The ferry property was then kept in order by the two corporations; the repairs on the bridge and road from July 1, 1842, to July 1, 1848, cost \$3,451.41.

This mutual understanding for the maintenance of the bridge and road was undisturbed until the middle of 1848, when, on August 16, W. C. Barstow, Esq., reported to the East Boston Company that two sections of the bridge (about 22 feet), and the entire width of the bridge below low-water mark on the Chelsea side, fell in on the 19th of July; he, supposing that the bridge belonged to the ferry property, and that its owners were bound to keep it in repair, without consulting Mr. Neal (the manager of the ferry on behalf of the Eastern Railroad Company), put on a large number of men to repair it immediately. While the repairs were in progress, Mr. Neal stated his doubts as to the obligation of the ferry company to keep it in repair,

and that he should not consent to any further expenditure until those doubts were removed. The amount of these repairs, however, about \$400, was paid by the owners of the ferry.

On the first day that the bridge was reopened for travel, on July 29, 1848, sixty feet more fell in on the Chelsea side, between the part just repaired and the draw. On hearing this, Mr. Neal wrote to the superintendent of the ferry, instructing him not to make any further repairs on the bridge on account of the ferry company, until it was ascertained how far this company were responsible for such repairs.

The bridge was rebuilt in September and October, 1848, and, with repairs to January 1, 1849, cost \$4,678.15; this was paid by the ferry company, making the actual cost of the bridge and road to the ferry company, to the above date, \$29,832.68. After the payment of this sum, the directors of the East Boston Company again took the subject into consideration, and on the 5th of May, 1849, having obtained legal advice, and after much discussion on the subject, decided that the company was not legally liable for the repairs and maintenance of the free bridge, and the managers of the ferry were notified to govern themselves accordingly.

On the 6th of April, 1850, the president of the East Boston Company was authorized to convey to the county of Suffolk and to the city of Boston by sufficient deeds, all the right, title, interest, and franchise which the company had in the Chelsea free bridge, and to the county of Suffolk a release of the Eastern avenue, or road from the northerly or Chelsea end of the bridge to the Salem turnpike.

The bridge, and the avenue leading from it in Chelsea, gradually became much out of repair, and for a time impassable, much to the annoyance of the citizens of East Boston and Chelsea. Various petitions were sent to the city and county authorities for the repair and maintenance of this necessary highway; and in 1855 the city ordered that \$8,473 be paid to Chelsea to keep the bridge in repair, and Chelsea gave a bond in the penal sum of \$10,000 to discontinue all litigation on the subject, and to keep in repair the highway and bridges without expense to Boston.

The bridge was eventually taken by the city of Boston, and

by Chelsea, one half by each, and laid out as a county road, and as such it is now used and maintained.

Meridian Street Bridge. — The rapidly increasing intercourse between East Boston and Chelsea, both of which are taking constant steps in advance as manufacturing and commercial places, made it more and more evident, as years passed by, that the circuitous route by the Chelsea free bridge was not at all adequate to the accommodations and conveniences required, and, in 1855, the plan of uniting East Boston with Chelsea over the wider portion of Chelsea creek began to be seriously entertained. The plan naturally met with opposition from the Glendon iron-works and most of the owners of water lots and wharves above the proposed location. But private interest, however much entitled to respect, must yield to public necessity. One proprietor at least, made no objection to the construction of this bridge; for he was then, as he always has been, in favor of opening all avenues which will benefit the general property. In this instance his individual loss, as the owner of a lot bounding upon the creek, although considerable, was of little consequence when the public necessity seemed to demand the sacrifice.

Leaving out of view private interests, it was exceedingly desirable that the union of the two places should be accomplished, as they were separated by a comparatively unimportant creek, and the increasing demand for facilities of intercourse imperatively required that such an avenue should be opened. The direct route thus afforded by a new bridge would not only accommodate the business travel, but would also put the inhabitants in closer communication with the country, for amusement or trade, and very much promote the settlement of the north-western portions of the Island, and the advance of property in that locality.

Chelsea creek is twenty-four feet deep at low-water in the channel, from the new to the old bridge, one mile above. It had been a favorite scheme with some far-seeing individuals to build a dam where the new bridge now is, with gates to be shut at high-water, and in this way to construct a spacious wet dock, similar to those of London, Liverpool, and Havre, and

large enough to contain all the first-class vessels of Boston,¹ where loaded vessels would be water-borne until ready to depart on foreign voyages. There is probably no other situation in the vicinity of Boston, where the natural advantages are so great for the building of such a dock, or where the work could be accomplished with so small an outlay; and gates so constructed as to open at both high and low-water, when the water-level would be the same on either side of the dam, would afford all necessary and convenient facilities for the wharves and industrial operations above. The advantages to the commercial interests of Boston from such an enterprise would be too great to be computed; but the accomplishment of such a grand plan reaches far into the future, and need not form any objection to the new bridge. Indeed, should it be deemed advisable to build such a dock at any future period, the bridge might serve as a foundation for a dam; so that the present important structure and the future dock are not incompatible with each other.

This is one of the instances, so common in public affairs of all kinds, where present necessities and conveniences secure attention and action to the entire omission or indefinite deferment of plans of vastly greater importance in the grand results to be gained, and which have powerful bearings upon all future interests. It is not too much to hope, that, while the community is reaping the great advantages of this bridge, public opinion and mercantile foresight and wisdom will ere long reach that point when it will be seen that Boston, to become, as she should, a great seaport, with a world-wide commerce, demands this locality for her much needed docks.

The obstruction to navigation is not to be mentioned by the

¹ The docks of London are said to be the most extensive and finest constructions of the kind, for the purposes of commerce, of any in the world. The principal ones are the West India docks, commenced 3d Feb. 1800, and opened 27th Aug. 1802; the London docks, commenced 26th June, 1802, and opened 31st January, 1805; the East India docks, commenced under an act passed 27th July, 1803, and opened 4th Aug. 1806; and the St. Katharine docks, the first stone of which was laid 3d May, 1827, and 2,500 men were daily employed upon them until they were opened, 25th Oct. 1828. — *Dictionary of Dates*.

side of the immense advantages gained by the public. The bridge will do no injury to the harbor of Boston, as it contemplates no encroachments beyond the "harbor commissioners' line," the limit to which wharves may be lawfully built; indeed, if the whole creek were obstructed, even by a sea-wall from East Boston to Chelsea, the channel between the Island and the city proper would be deepened instead of diminished. There are natural causes which will ever keep this channel open; the depth of water at Canal bridge and at Warren bridge, at low tides, is thirty-one feet, which is deeper than it is in the channel opposite Fort Independence; and a frigate may float at low-water at Gray's wharf, in Charlestown. This depth of water depends on natural causes, which will continue to act, unless interfered with by man. These causes are, the force and direction of the Charles and Mystic rivers, and the narrowness of the channel between Boston and East Boston. These rivers reach back several miles into the country; in times of freshets, during a course of high tides, the water rushes down Charles river with great force two hours before low-water, and continues to run for a long time after the tide is at the lowest at the narrows; in this way, the channel at Cragie's or Canal bridge is scoured out to the depth of thirty-one feet, and this effect continues until its waters meet those of the Mystic river from beyond Medford, nearly opposite North Battery wharf, Boston, when the united streams pursue their powerful scouring operation down the harbor beyond Fort Independence. Mr. Barnicoat, in his testimony before the legislative committee, in regard to the depth of the water in the channel over which the East Boston steamboats ply, said that he had examined the bottom in a diving-bell, and that he found the channel clear of mud, and evidently with its original depth and conditions.

Thus the idea of injuring the harbor by this bridge is perfectly absurd, as Chelsea creek is of no use in keeping it clear, and no valid objection can be presented to prevent the connection of the lands intersected by this narrow stream.

The citizens of East Boston asked \$40,000 of the city to build this bridge, the whole cost being estimated at \$51,500; they were willing to make up the deficit themselves.

On the 15th of May, 1855, an act of incorporation was

granted to Messrs. Henry D. Gardner, Morrill Cole, Watson G. Mayo, Noah Sturtevant, George W. Gerrish, Henry Jones, and their associates, authorizing them to build a bridge from the point of intersection of Condor and Meridian streets, in East Boston, across Chelsea creek to Pearl street in Chelsea. The bridge was to be at least forty feet wide, with sufficient railings, and a pivot or turntable draw, having two openings, each at least sixty feet wide. A bond was given in the penal sum of \$5,000 as security for any damages that might occur to persons or property; the bridge was to be free, and its charter transferable, and it was to be built within five years from the passage of the act. Henry D. Gardner was chosen president of the company; and Henry Jones, secretary and clerk.

On the 28th of May, this company petitioned the city for aid in building their bridge; and in the following month numerous petitions of citizens were sent in, praying for such aid from the city. These were referred to a committee of both branches of the city government, and on the 24th of July an order was passed by the council to pay \$40,000 to the company, provided that the bridge be built within that municipal year, and that, when finished, it should be released to the city by a perfect title, and a guarantee against the paying of damages for the change in the grade of streets at the termini, and other causes connected with it.

Subsequently to the appropriation of \$40,000 by the city, it was found necessary to construct supporting piers, and the city thereupon appropriated \$15,000 more for that purpose.

On the 11th of October, the mayor approved an order for a bridge as above described; and on the 22d of the same month a committee was appointed to confer with the corporation, and see that the bridge was built with due regard to the public safety and the interests of the city.

The principal movers for the establishment of this bridge were Noah Sturtevant and Henry D. Gardner. These gentlemen fought the battle manfully against the opposition of the Winnisimmet Company and the Glendon Rolling Mills. Some of the aldermen, after the act had been passed by the city government, did what they could to prevent its construction, and threw many obstacles in the way, which were all met and surmounted

by the vigilance, perseverance, and liberality of Mr. Sturtevant and others.

The city solicitor having decided that the city was not authorized by law to purchase the franchise or charter of the corporation, and it being desirable that the erection of the bridge should not be delayed, the contract passed on the 11th of October was amended by adding the clause, "provided that the said city shall first be duly authorized by law, and by an act of the legislature, to make the purchase of the said bridge and property, and to hold and manage the same for the purposes named in said act."

Such an act was passed during the session of the legislature in 1856, and the bridge was immediately commenced. The work was carried on with great energy, and the bridge was finished and ready for public travel on the 13th of December, 1856. It is a substantial structure, 1,515 feet from shore to shore, and forty feet wide. Two hundred and thirteen feet of its length are filled in solid (155 feet are filled in solid on the East Boston side), and the rest is built on piles. The draw is 173 feet long and forty feet wide; and although very heavy, it works so easily that a boy of twelve can open and shut it. It was built by Mr. E. G. Brown, and reflects great credit on his skill as a workman.

The cost of the bridge exceeded the appropriation by about \$1,000, and the builder refused to convey it to the city until this deficit should be made up; the control of the bridge being yet in his hands, he raised the draw, and thus effectually prevented the public travel. To overcome this obstacle, the deficiency was collected by private subscription; the builder then conveyed the bridge to the city. It is now the city property; and while it brings into closer connection the interests of East Boston and Chelsea, it is also an important avenue of communication with the metropolis and the country.

WATER.

The Artesian Well. — It was early seen by those who had in their control the future destinies of the Island, that, if East Boston was to become the residence of a numerous population,

some provision must be made to furnish an abundant supply of water, the resources of the Island not being sufficient for this purpose. The subject was one of the highest importance to the present and future interests of the Island ward, and in the execution of any plan, its prospective condition and wants were to be fully considered. The policy of action must be a far-reaching one, or the prosperity of the place must decline; no temporary policy would answer,—it must be a matter for the present and future.

As is always the case in matters of this kind, the opinions were various, and the plans proposed numerous; different persons had their different preferences, and in proportion to their feelings on the subject, urged their respective ideas. In a thing of so much importance it was necessary to proceed with prudence and foresight, and, the end at last secured, shows the wisdom and sound reasoning of the East Boston proprietors.

It was generally thought at that time, that the wants of those residing on the hills could be supplied from common wells, but that some other provision must be made for the low lands. Basing his proceedings on this supposition, Gen. Sumner, on the 30th of December, 1845, laid before the board a communication on the subject of supplying the low lands with water from a spring in Chelsea. The idea embodied in this paper was to raise the water by a pump, to be worked by a windmill, to a height of about thirty feet, and thus give sufficient head to carry it all over the low grounds. The first action taken by the directors of the East Boston Company in regard to water was on this communication of Gen. Sumner, which was referred to Richard S. Fay, Esq., the treasurer of the company. Meanwhile, the subject was under consideration; and the company began to think, that, if water was brought to the Island, or if measures of any kind were to be undertaken to supply the inhabitants, it would be wise to look to the future demand, and to make provision for the growth of the place, and to supply both the high lands and low lands.

Judging by the success of such undertakings in other parts of the world, particularly at Grenelle, France, some individuals had confidence that an Artesian well would furnish an ample

supply for the inhabitants of the Island, and this idea took so firm a hold of many minds that it was urged to a trial.

Mr. Fay, to whom Gen. Sumner's plan had been submitted, made a verbal report on the subject-matter on the 12th of January, 1846. Mr. Fay had been reading on the general subject of Artesian wells, and was sanguine of the success of such an undertaking at East Boston, if thoroughly tested. The fact that the well at Fort Strong, which had become partially filled up, had been bored, with successful results, to the depth of a hundred feet or more, had influence on the minds of many in favor of the Artesian well. In conformity with Mr. Fay's report, he was authorized to sink an Artesian well in the vicinity of section two.

The spot selected for the well was on lot 346, section three, at the corner of Princeton and Putnam streets; and Mr. Uriah Higgin was employed to commence the undertaking. But on the 16th of October, 1846, the directors, apparently dissatisfied with the progress made by Mr. Higgin, voted to discontinue the work for the present. At that time the well had been sunk to the depth of two hundred and ninety-six feet. A stratum of slate stone had been reached at the depth of one hundred and twenty feet, at which point boring was commenced, and a nine-inch hole was bored to the depth of one hundred feet, when the further progress was stopped by a file, or some other small iron tool, which was by accident or malice dropped into the well. It was probably dropped in by design; at least, such is the impression of those most intimately acquainted with the subject, and a vote is on record in regard to the employment for the future of men of temperate habits. The stratum of slate rock reached and bored into in the well is probably identical with the stratum found near the old powder-house in Somerville, near Medford, and again in Lynn, and which probably crosses the channel.

On the 13th of November, 1846, Messrs. Fay, Gilbert, and Lombard were appointed a committee with full power to make contracts for the prosecution of the work. This committee employed Jesse N. Bolles, of Providence, hydraulic engineer, and Thomas S. Ridgway, of Philadelphia, mining engineer, and the work was resumed. As the obstruction before alluded to

could not be removed, Messrs. Bolles and Ridgway commenced a four-inch bore, which they sank about 150 feet.

A little later than this (Dec. 7th), a communication from J. M. Whiton, Esq., relating to supplying East Boston with water from Spot pond, a sheet of water five miles distant from Eagle hill, was laid before the board, and referred to the committee on the well. There were many reasons for considering the project of bringing water from Spot pond a feasible one, and the merits of the subject were fully entered into at a subsequent period.

The well made slow progress; it was a novel undertaking, and many difficulties were to be encountered and surmounted. On the 7th of April, 1847, the committee on the well made a report of its progress and present condition, stating that the expenses had been large, and that little or no advance had been made, and were desirous of the opinion of the board before proceeding further. The board authorized an additional expenditure of \$500, and a report to be made when this sum had been expended. General Sumner and S. S. Lewis were added to the committee on the well, July 12, 1847, and the superintendent was directed to cause the quantity of water in the well to be tested by a steam-engine; and the committee was requested to inquire into the whole subject of supplying East Boston with water.

The contractors, Messrs. Bolles and Ridgway, made a report to the committee on the well on the 14th of July. This paper, in addition to the particulars relating to this well, contains much valuable information on the whole subject of Artesian wells, as illustrated at the well at Grenelle, in France; and as it possesses much interest for the general reader, extracts from it have been placed in the Appendix.¹

Immediately previous to this report, an accident occurred, which involved either a very great outlay of money or the cessation of the work, as the report minutely sets forth. The superintendent reported the well furnished three thousand gallons per twenty-four hours, a supply sufficient for fifty families, and that the committee thought it inexpedient to expend

¹ See Appendix H.

any more money; consequently, the work was discontinued on the 5th of July. The well was sunk to the depth of 320 feet, at a cost of over \$6,300. No water came into that part of the well which was sunk into the rock. Although the main object was not attained, there can be but little doubt, that, had the well been bored to a greater depth, the most sanguine expectations would have been realized. But the accidents and obstructions which occurred, some of which are described in the report of Bolles and Ridgway, seemed to discourage the projectors; and as the depth of the well could only be in proportion to the depth of the purse, a "reasonable doubt" of the ultimate success caused a final stop to the further sinking of the well and money. The well now furnishes a supply of good water in proportion to its depth and diameter.

Probably the oldest well of considerable depth on the Island is the one in Belmont square, now partially filled up. This well was sunk when Belmont square was the site of Fort Strong, in 1814; at least, we have an account of a well being dug there at that time at great expense, and there is no other well but this to answer to the locality, while tradition has always traced the origin of its location to the fort. The absolute necessities of a fortification would require a well within it; and to obtain fresh and good water, the well must be sunk to a great depth, or at least to a sufficient depth to go below the superstratum. Mr. G. E. Pierce, to whom we are indebted for much that is valuable on the subject of wells and sewers, furnishes some interesting statements in regard to this well, which are best given in his own words:—

"The well is under the side-walk, some seventy-five feet from the north-east corner of the square, towards Webster street. The excavation must have been about six feet in diameter, stoned with rough pasture stone. Its depth, of course, could not be ascertained with any degree of certainty. My father took some pains to investigate in regard to it, but could only find, in general terms, that it was eighty or ninety feet deep. His own experience in excavating wells around the base of the hill, from the character of the earth passed through, its uniform hardness and dearth of top springs, and the infallible power of

the lower springs, caused him to form the opinion that there was a gravel vein under this whole section full of fresh water, and when the earth was penetrated to this level, the water was sure to be found. This result was proved from wells dug on Everett, Sumner, and other streets. His conclusion was that this well must have been sunk to this vein of gravel; and if so, it must have been originally not far from one hundred feet from the surface, before the hill was cut down.

"When this well was dug, and by whom, it is difficult to ascertain. It seems plain that it was not dug to water cattle, for economy would dictate a location nearer the base of the hill; neither for a residence, for there are no remains of a foundation in that vicinity. I think it is safe to infer that this well was sunk for the sole use of the fort. My reasons are, that there was no other well in the vicinity except a very shoal one in the fort, probably dug to receive the water accumulating in the trenches. This accumulation would answer for ordinary use, such as washing, or for their horses; but for culinary purposes they must have had recourse to this well, if in existence, or carted water from a distance. The well was partly filled up with dirt some two years since, when the city erected the iron fence and laid the side-walks around Belmont square."

This direct account of "the old well 'in Belmont square," as it has been familiarly called, is rendered certain by the charges for digging the well found in the unallowed "Massachusetts claims." The ubiquitous "*oldest inhabitants*," while unable to give any positive information, trace its origin to fortifications erected on the Island; but investigation decides the question. Mr. Baldwin, the engineer of Fort Strong, in his official notice, asked for *stones for a well*; and, in the bills presented for payment, are several for "well-digging," for "buckets, chains, and well-rope," "stones for well," "well-auger," amounting to over four hundred dollars; and Thomas Williams, the tenant of the Island, presented an account of two hundred and fifty dollars "for stoning and furnishing the *well at Fort Strong*, laying a platform thereon, and levelling the dirt around."¹ These references render the matter sufficiently clear and satisfactory.

¹ See Military Hist. of Island, ante, p. 419.

Mr. George Darracott, who was at Fort Strong in 1814 and 1815, was well acquainted with the particulars of its construction, and did guard duty there, says, in a communication to the author:—

“It was found necessary to sink a well at the fort, and I felt a good deal of curiosity to know whether I was right in my belief that this nodule of land was not ‘in place,’ but had tumbled here in some of the great convulsions which occurred in some former period. The formation is a hard clay, mixed with stones, masses of granite, the edges sharp, showing they had not been subject to ocean washings. At the depth of one hundred and twenty-four feet, if my memory serves me (having found no water before this), the diggers came to marsh mud, beach gravel, clam and oyster-shells. This corresponds nearly with a well sunk on Copp’s hill, and also with one sunk at the southerly end of the Mill-dam. I leave it to those better acquainted with geology than myself to decide how these masses of solid, hard clay were removed from their original places, and finally rested here. The granite found imbedded in these localities differs essentially from any found in these regions.”

This extract is interesting, as it determines the age of the well, and it has value in the facts brought to light relative to the geological formation of the Island.

In the well dug on Copp’s hill some years ago, at a depth of seventy-two feet, Mr. Darracott found what was apparently an Indian relic, namely, a round stone partially flattened, with a representation of the sun upon one side, and of the crescent moon on the reverse; the stone bearing indubitable evidence of the chisel, or some other cutting implement. The ground through which the well was sunk was an indurated clay, so hard that it was with difficulty worked with a pickaxe. In this clay were found masses of granite totally different in their character from any rock in the vicinity, with edges and sides as sharp as if recently broken off. Pieces of granite of this description were taken out sufficiently large to make gate-posts.

Cochituate Water.—In the early part of the year 1848, the inhabitants of East Boston petitioned the city government,

praying them to bring the Cochituate water into their section of the city, and pointing out two ways in which, as they thought, it could be done.

The first was by tunnelling under the river; and the other by laying heavy iron pipes in a trench dredged out for that purpose in the bed of the river. The subject was referred by the city government to the water commissioners, who reported, that, as far as the tunnel was concerned, they deemed it impracticable; and, as to the iron pipes on the bed of the river, they could not view it a permanent thing, as, in case of accident, it would be almost impossible to repair them.

Before the report was made by the commissioners, the directors of the East Boston Company had discussed the matter, and also the expediency of setting apart sufficient land on Eagle hill for a reservoir in case the city introduced the water.

The report of the commissioners of the city government being unfavorable, the subject was taken up with renewed vigor by Alderman Samuel Hall, to whose efforts, in a great measure, East Boston is indebted for its supply of water, and a mode which was suggested by him was thought to be practicable; that is, to bring the water over the Charlestown, Chelsea, and Free bridges, in the same manner as it was conveyed over the South Boston Bridge.

In the autumn of this same year (Aug. 16, 1848), the project of bringing water from Spot pond was again brought forward by General Sumner, chairman of the committee on water, and the committee was authorized to incur the necessary expense to complete an examination with reference to the feasibility of the plan.

On the 12th of March, 1849, it was voted by the directors of the East Boston Company to give to the city fifty thousand feet of land on Eagle hill to be appropriated for the purpose of building a reservoir, if accepted within two years.

The liberality of this grant had considerable influence on the minds of the committee in ordering a survey; and Messrs. Atkins and Seaver, of the common council from East Boston, introduced an order into that body, which was concurred in by the board of aldermen, authorizing a survey and estimate of the probable cost of thus introducing the Long Pond water.

The result was satisfactory, and the work was to be carried through at once, only the pipes were to cross Chelsea creek instead of the free bridge.

On July 16th of the same year, E. S. Chesbrough and Wm. S. Whitwell, engineers of the water commissioners, made application to the East Boston Company for lands contiguous to those so generously given by the company. This was followed by various negotiations and votes, the result of all which was, that the East Boston Company, instead of a gift of fifty thousand feet as first proposed, on the 1st of October, 1849, annulled the previous votes making that donation, and voted to sell the whole quantity wanted by the commissioners for a nominal price, ten cents per foot. This comprised the fourteen lots Nos. 273, 274, 275, 276, 298, 299, 300, 301, 302, 255, 256, 277, 278. They also voted to discontinue Eagle street from the easterly line of Brooks street to the westerly line of lots Nos. 296 and 272, as shown by the plan of R. H. Eddy, June, 1844. To those the city added, by purchase of individuals, several lots which the company had previously sold to them, amounting to 46,250 feet, making the whole area of the reservoir lands 220,875 feet, or five acres, 3,075 square feet.

On the 28th of August, 1850, the East Boston Company sold to the city the water lot on Condor street at the foot of Brooks street, fifty feet front, and running to the channel, for \$1,750, for the purpose of enabling them to lay the main pipe from Chelsea creek through Brooks street to the reservoir. This reservoir is thirty feet deep, and will hold, when filled to a level three feet below its top, 5,591,816 gallons.

An appropriation of five hundred thousand dollars was made by the city, and this great undertaking was commenced in the summer of 1848, and was finished in the incredibly short time of eighteen months. The water was first let in on the 1st of January, 1850, when appropriate ceremonies were performed at the reservoir, and a collation was given at the Maverick House.

The work cost \$470,000, falling short (a most unusual thing) \$30,000 of the sum appropriated.

The green embankments of the reservoir, which is on the highest ground on the Island, make a conspicuous object in the landscape, and from the walks on the parapet is seen an un-

equalled hemispheric view of the sea, harbor, rivers, and the cities and towns of the adjacent country.

It was the intention of the East Boston Company to have celebrated the event by a grand festival; but the uncertainty of suitable weather, or the certainty of unsuitable weather, at that inclement season, and the hazard of setting apart any day a sufficient time in advance to extend invitations and to make all the necessary arrangements, led the company to forego such a celebration until a more favorable time.

A brief description of the reservoir will be interesting to our readers, especially to those residing at East Boston.

It is located on the summit of Eagle hill, — a square bounded by White, Falcon, Brooks, and Putnam streets. In form it is rectangular; the banks are composed of the natural material of the hill, and are ten feet wide on the top, where there is a gravelled walk seven and a half feet wide, extending entirely around the reservoir, and measuring about eighteen hundred feet in length. The elevation of the top of the bank above high-water mark is one hundred and ten feet, and from it a beautiful view of the country can be obtained. In the centre of the banks is a "puddle ditch," commencing three feet below the natural surface and extending to within three feet of the top water-line, at which point it is five feet in width. The inner slope of the bank is paved from the top to the bottom with blocks of Quincy granite, laid without mortar, one and a half feet thick. The whole of the inner slope wall of the bank has a backing of rubble-stone one and a half feet thick, and the top of the bank is covered, to the depth of three feet, with rubble-stone and gravel, in order to prevent the frost from heaving and displacing the embankment. The outer side of the bank is covered with soil, and sodded.

The bottom of the inside of the reservoir is 325 feet long by 60 wide; at the top water-mark the dimensions are 345 feet by 150 feet; the depth is 30 feet, with slopes of one to one and a half feet when full. The water comes to within three feet of the top, making the depth twenty-seven feet, and is about fifteen feet below the top water-level at the Brookline reservoir. The bottom is paved with common round paving stones. The

water is introduced by a twenty-inch pipe, which starts from Haymarket square. The pipe is carried across Charles river by the side of Warren Bridge on piles beneath the side-walk of the bridge, and the pipes are enclosed in a plank case, which is made as nearly air-tight as possible; the draw on the bridge is passed by means of an inverted syphon. From Warren bridge in Charlestown the pipes proceed directly through Charlestown to Mystic river, which they cross in connection with the Chelsea bridge, in the same manner as they do Charles river. They then pass along the shore to the point from whence they start to cross Chelsea creek. This creek, at the point where the crossing is made, is about 1,600 feet in width, and about twenty-five feet deep in the channel at low-water. Vessels of a large size pass through the creek above the point of crossing, and therefore the bottom of the creek is liable to be dragged by their anchors at all times.

The mode adopted by Mr. Whitwell, the engineer, for extending the pipes across the creek was a novel and ingenious one, and is thus described in a public journal: "Mr. Whitwell adopted a peculiar and novel flange joint, flexible only in a perpendicular plane, but so secure as not to need a wooden frame to accompany the pipe. The adaptation of this joint to the purpose, and its strength, are quite admirable. The distance between the joints is thirty-one feet four inches, and each section consists of three pieces of twenty-inch pipe, one inch and a half thick, and with flanges two inches thick, securely bolted together. These three pieces of pipe weigh together 3,300 pounds, and each joint weighs 3,800 pounds,—the size of the pipe being considerably enlarged at the joint. The opposite sections of the joint meet on a perpendicular plane, parallel with the portions of pipe on each side of the joint, and move upon a leather packing, which is placed in a groove between the two flanges. One of the flanges is so much wider than the other as to have a cap-ring bolted to it, which encloses and holds the other, and thus constitutes the joint. The strength of this arrangement is obvious, and its tightness has been tested by trial under a pressure of two hundred and fifty pounds to the inch.

"The jointed pipe for half the width of the channel was pre-

pared on a staging and sunk, after having been coated with a varnish to preserve it from the action of the brine. It was sunk by being suspended from a framework and tackles above while the floor beneath it was removed, and it was then lowered down in the centre, the ends being retained above water for the purpose of connecting with the shore and the section which still remained to be sunk. The other section was prepared and sunk in like manner, and thus was the connection established between the insular and peninsular portions of our city."

After crossing the creek, the pipe proceeds directly up the bank of the western end of the reservoir, where it is admitted. The outside banks of the reservoir have been neatly sodded, and the whole work is surrounded by a substantial fence, with entrances upon the western and southern sides, and steps lead from these entrances to the top.

The reservoir was built by Messrs. James and Charles Collins, contractors, under the superintendence of Mr. Joseph Parker. These same gentlemen superintended and built the South Boston reservoir. George H. Bailey, Esq., was the resident engineer, and William J. Whitwell, Esq., the chief engineer.

Although the proposed celebration on the day of the introduction of the Cochituate water was deferred, yet very appropriate ceremonies were observed at the reservoir, and a bountiful collation was prepared at the Maverick House through the liberality of the East Boston Company. The mayor and officers of the city government were present, as were also the gentlemen particularly connected with the enterprise, and a large collection of citizens. Appropriate speeches and toasts followed the sumptuous repast, and the day was one of rejoicing. A sentiment given at the collation by Captain Barstow, the superintendent of the company, is so pertinent that no excuse is needed for inserting it.

"Health and prosperity to every member of the city government of 1849 and 1850. — Men who have acted more than the part of the good Samaritan to us. They have not only furnished us with an abundance of good water, but have left their jug behind them on Eagle hill."

Of the numerous gentlemen who were untiring in their exer-

tions to secure the introduction of pure water to the Island, perhaps the most prominent and active was Samuel Hall, Esq., a valuable citizen of East Boston, and then an alderman of the city. The citizens of the Island acknowledged their obligations to him by presenting him with a beautiful service of silver plate, consisting of eleven pieces, and valued at \$1,000. Upon each of the articles was the following inscription :—

“ Presented to
SAMUEL HALL, Esq.,
Jan. 1851,
For his unwearied
and successful efforts in
urging the claims of
East Boston
to the
Cochituate Water.”

SEWERAGE.

Dr. L. B. Reid, in a recent lecture at the Smithsonian Institution, remarked, that, “in large cities and in all populous districts, a right system of drainage and external cleansing was the true remedy for periodical evils too often attributed to other causes.” The truth of this statement is being exemplified at East Boston in a positive manner. The natural formation of the Island, with its surface diversified by hills and valleys, and sloping on all sides to the water, constitutes in reality a continual and important drainage, as unusual in thickly settled, and especially manufacturing, places, as it is invaluable. Those who live upon the beautiful hill-sides daily experience the benefits of the pure air which is always about them, giving health to the body and vigor to the mind. The artificial drainage, when completed according to the commencement, will render the Island comparatively free from the impurities which of necessity attend every large place, and consequently will add to its natural advantages as a place of residence.

It is not necessary to go into many particulars on this subject. The general fact is, that in East Boston a thorough system of drainage has been begun, and in all probability will be as thoroughly carried out.

Mr. G. E. Pierce, a gentleman well acquainted with the subject, furnishes the following account of the sewers:—

“The first drain laid as a main through any street, was laid by the East Boston Company in Paris street, to drain the old Maverick Hotel. It was constructed of brick and cement, in form oval, sixteen inches in diameter, and having for an outlet the dock across Sumner street. I have no record of this work, but think it was done in 1834 or 1835. It is in good order, large enough for that part of the street, and is connected with the sewers in Sumner street. In 1843, the abutters on Maverick street from Paris to the dock near New street, built a drain fourteen inches square, which is still in use.

“In the summer of 1848, the mayor and aldermen of the city of Boston passed the first order for a sewer in East Boston. It passes through Maverick square, down Chelsea to Decatur street, through Decatur to Bremen street, through Bremen street to the old culvert under the Eastern Railroad, and is about sixteen hundred feet long. The same year a drain was built in a part of Sumner street, and through Wesley street about thirty-four hundred feet, during the season. During the season of 1849, the abutters, by order of the city, built about four thousand feet of drain, three fourths of which was three feet in diameter.

In 1850, 5,100 feet, all of the capacity of three feet in diameter.

In 1851, 4,500 “ “ “ “

In 1852, 7,700 “ “ “ “

In 1853, 6,500 “ “ “ “

In 1854, 5,200 “ “ “ “

In 1855, 5,400 “ “ “ “

In 1856, about 1,000 feet, “ “ “ “

In 1857, 1,182 feet, “ “ “ “

making, at the present time, over 45,000 linear feet of substantial and capacious drain, laid by the city of Boston since the year 1848. There are nine outlets in the several sections, of the capacity of three and four feet diameter, discharging into deep water.”

TREES.

When the East Boston Company commenced its improvements, the Island was bare of any trees of ancient growth, and

presented a naked appearance in the landscape. In the early years of the settlement of the bay, there is ample evidence that this, as well as other islands in the harbor, was well wooded; but the axe of the pioneer colonists, the special permission of the legislature, and the devastations of war, soon cleared the land of the stately trees, —

“ And cities swell where forests frowned
Two hundred years ago.”

The company was well aware, that, to make the place attractive, and indeed suitable for residences, this deficiency must be supplied, and as it would of necessity be a matter of time, the improvements should be commenced as soon as practicable.

After the first sale had been made (October, 1834), a dividend of five dollars on each share was declared, payable on the first of December, 1834; and in order to induce the purchasers of the lots on Belmont to appropriate the amount of choice money in setting out trees and otherwise ornamenting their lots and the streets adjacent, the company voted to expend \$1,000 in planting trees in Hotel square, if the purchasers of the lots would appropriate the choice money in this manner. This measure was accomplished; and it was a wise procedure, as it secured the early planting of shade trees, which, under other circumstances, would have been left to individual proprietors. This last is an uncertain method; for there are individuals in every town, and in every street, who either have not sufficient public spirit, or are too deficient in good taste, to coöperate with their neighbors in an improvement of this kind. The company seemed to understand this, and took just the course to place the matter upon a proper basis.

The action of the East Boston Company above referred to was of course limited in extent, and wholly inadequate to the wants of the Island, but was important as the commencement of those efforts to cover the Island with shade and ornamental trees, which have been so eminently successful in their results. The circumstances attending these efforts, and the history of the Tree Association, the pioneer of similar societies which have since been organized in different parts of the country, demand a detailed account; and as the subject is of importance

to the beauty and attractiveness of the Island, and is somewhat novel in its origin and execution, letters will be introduced and allusions made which delicacy and personal feelings would forbid, but which a truthful narrative requires to be inserted. Disregarding, therefore, the censure which might be bestowed, the writer gives the account as the records present it.

The first person who addressed the writer on the subject of setting out trees upon the Island was Noah Sturtevant, Esq. (in 1851), who entertained the plan of planting trees on each side of Meridian street, at the end of which his house was situated, doubtless supposing that this example would be followed in the other streets. This project, however, failed of accomplishment; the prospect of making the avenues of the Island pleasant and beautiful by shade and ornamental trees was not very encouraging, and there seemed to be no adequate remedy for the naked and desolate appearance of the streets.

Anxious to remedy this, almost the only defect in the natural advantages and beauties of East Boston, and to fill the barren streets with handsome trees, General Sumner determined that this purpose should be finally accomplished, even should it be done at his own expense. He therefore sat down one day with Capt. Barstow, the energetic superintendent of the company, to make an estimate of the number of trees wanted, and the cost of purchasing and transplanting them. They made a list of all the then graded streets, calculated the double length of each, thus providing for trees on each side, estimated the proper distance between the trees, and the probable expense of the whole plan.¹

General Sumner made this estimate for the purpose of making provision in his will, which he was about writing, for the accomplishment of this object, and set apart two lots, the value of which he thought would cover all the estimated expense; the proceeds of these lots were to be appropriated, after his decease, to this purpose.

This clause in the will specified that the proceeds of the lots of land should be appropriated to planting trees in the streets of the settled parts of the first, second, and third sections, where the owners were not able to do it, under the direction of Capt.

¹ For a copy of this paper see Appendix I.

Barstow and such others as should be appointed by the citizens of East Boston for that purpose. It was also recommended that they should not be put out nearer than from thirty to forty feet to each other, nor before any person's estate, unless under a written agreement of the proprietor or some other responsible person that he would fence the trees around with chestnut or cedar posts in an uniform manner under the direction of the committee, and warrant the life of the trees for five years; care being taken, in setting the trees out, that it be with a sufficiency of soil to support them. Soon after his will was made the writer sailed for Europe.

It should here be stated, that, in the early part of 1852, and wholly unknown to Gen. Sumner when he made the estimate just alluded to, a Tree Association was formed at East Boston for the express purpose of covering the Island with shade and ornamental trees; and that, during the first year of its existence, it transplanted two hundred trees, all of which were paid for by private subscription.

In December, 1852, while in Paris, Gen. Sumner reconsidered his donation, and concluded that it was altogether desirable that the gift should take immediate effect, instead of waiting for the natural course of the will. To this end he wrote a letter to Capt. Barstow, from which the following is an extract:

"In reflecting upon my purpose, with which you are acquainted, of devising two lots of land at East Boston, the proceeds of which were to be appropriated to the setting out of trees for the ornament of that part of the city and for the health and convenience of its inhabitants, and considering that the city authorities have lately made handsome appropriations for its improvement, I think it will better promote the object I had in view to make a direct gift of the lots I designated, subject to my existing contracts, and not to wait until my devise can have a legal effect. For by taking this course, while I am declining the trees will be growing, and possibly upon my return, *Deo volente*, to Boston, I may hope to see such of them flourishing as are set out in the spring. I therefore authorize you in my behalf to make the donation directly in the terms I used in the paper in your possession, in lieu of that intended devise. If the power of attorney I left with you will not au-

thorize a conveyance to be made to yourself, you will use it by making a conveyance to a third person, so that there may be no delay or embarrassment in carrying my design into immediate effect."

The Tree Association being in flourishing operation when this letter giving authority to make an immediate donation was received, Capt. Barstow judiciously made it the means of carrying into effect the wishes of the donor, and the feelings with which the gift was received are shown in the letter received from him in answer, an extract from which, with another letter from an esteemed friend, expressing similar sentiments, is inserted in the Appendix.¹

In addition to a vote of thanks, the following gratifying letter was addressed to the donor, through the officers of the society :

" East Boston, Feb. 14, 1853.

" GEN. WM. H. SUMNER : —

" RESPECTED AND DEAR SIR, — We would present to you our grateful and heartfelt thanks for your munificent gift of two valuable lots of land to the ' East Boston Ornamental Tree Association,' and communicated to us by Capt. Wm. C. Barstow. It is now one year since the association was organized, having for its object to adorn and improve East Boston, by planting trees in all the streets. Since its formation, about \$600 have been contributed by individuals, which was expended last year in setting out trees.

" From the encouragement the association has received, and with your liberal gift, we believe its object will now be attained, and that East Boston will yet pride herself on the beauty of her trees, as she now does in the skill of her mechanics. It is quite remarkable, and we might say wonderful, what an impress all plans receive from their first founders. If a niggardly policy is commenced, a selfish one is sure to follow ; but when those who commence entertain just and liberal views, we find, after a lapse of time, those traces remaining ; and we trust that on what was once called ' Noddle's Island ' they will never be obliterated. Since the commencement East Boston has moved steadily to her present prosperous condition. Did you, or any

¹ See Appendix I.

of its founders, believe that in 1853 it would contain fourteen thousand inhabitants, 9 religious societies, \$100,000 invested in school-houses, in which more than two thousand pupils would receive instruction; that the beauty of her ships would excel, and their fleetness outstrip, all the world has ever seen?

"Whatever might have been your hopes, we believe the sequel has fully realized your most sanguine expectations; and now, when an effort is made to embellish the Island by planting trees, it is truly gratifying to learn that the effort is duly appreciated; and that although you are in a foreign land, yet your regards for East Boston are not abated. We can assure you that your munificent donation shall be appropriated to accomplish the object for which it is intended, in the most economical manner, and that your gift shall be perpetuated so long as the records of the association shall exist.

"That you may receive all the benefits which can be expected from your foreign tour, and that, with the blessing of Providence, you will return to your native country invigorated and in the full enjoyment of health, are the sincere wishes of

"Your obedient servants,

"EBENEZER ATKINS, *President.*

"D. H. BLANEY, *Secretary.*"

The Tree Association has prosecuted its objects with energy and success, and since its organization has expended the following sums of money:—

In 1852	\$589.30
" 1853-4	3,344.34
" 1855	1,089.10
" 1856	1,544.19
	<hr/>
	\$6,567.53

The association realized from the land presented by General Sumner —

Lot 262 White street	\$2,679.33
" 225 Havre street	1,411.00
	<hr/>
	\$4,090.33

The East Boston Company also gave a lot of land to the association (81 Moore street), amounting to \$571.50

\$4,661.83

By this assistance, the society was enabled to commence its operations on an extensive scale, and has already planted about fourteen hundred trees.

The history of this enterprising association is given in so concise a manner in a letter recently received from Wm. C. Barstow, Esq., that the author transfers it to the narrative, believing that the reader will derive pleasure from its perusal.

“East Boston, Nov. 9, 1857.

“GENERAL W. H. SUMNER.

“MY DEAR SIR,— Thinking that an outline of the rise and progress of the ‘East Boston Ornamental Tree Association’ (of which we consider you the father), might be of some interest, I beg leave to state, that, in the early part of 1852, several enterprising gentlemen of this place made an effort to induce the owners of real estate abutting on our most populous streets to plant trees opposite their lands and houses; but as a large proportion of the owners were ‘non-residents,’ they did not feel that interest in ornamenting the streets that the ‘residents’ did; consequently it was in the beginning rather up-hill work. But even so we were not disposed to give it up, and had several preliminary meetings on the subject. On the 7th of March, 1852, a general meeting of the inhabitants was held at the North American Insurance Company Office, in Winthrop block. The ‘East Boston Ornamental Tree Association’ was formed and organized, and a sum of money sufficient to make a beginning with was subscribed on the spot; committees were appointed, and we went to work forthwith, and set out about 130 trees during that spring. Our operations being confined to the streets in the neighborhood of Hotel square, they being at about the right grade, we have as a general thing set out the maple and elm trees, as we find they do better in our soil than other kinds; and have been careful to select those of healthy growth and rather large size. Every tree planted by the association has been well protected by a strong box around it, which boxes have cost us about as much as the tree and the expense of planting.

“The number of trees set out by the association up to this time is 1,400, and the expense \$6,567.53. We are gradually progressing with the trees, as the city grade and pave our

streets, — for we find from experience that it is money thrown away to plant trees where the streets are not at the right grade. As the paving and grading is usually done by the city at mid-summer, the raising or lowering a tree at that season is sure to kill it, unless done with more care than the city workmen use.

“Although we have expended nearly all our funds on hand, still we anticipate little trouble hereafter in carrying out our project, as we find that very many of the property owners on the principal streets, seeing what an ornament the trees are, and having the example set by the association before them, as soon as the city grade or pave the street opposite their lands, set out the trees in front at their own expense. This relief to the association, together with what may be subscribed by individuals from time to time, will no doubt enable us to carry out the great project you had in view in making the bequest in your will previous to leaving this country for Europe, which fact, however, was only known by yourself and me.

“And I cannot but admire your promptness and action; for I find upon referring to your letter to me dated Paris, December 8, 1852, you instruct me to convey at once to, and to be expended by, a committee to be appointed by the citizens of East Boston, two valuable lots of land (from the sales of which the association have realized in cash \$4,090), and not to wait for the bequest made in your will. ‘For (as you say) by taking this course, while I am declining the trees will be growing, and possibly upon my return, *Deo volente*, I hope to see such of them flourishing as are set out in the spring. I therefore authorize you, in my behalf, to make the donation directly in lieu of the intended devise.’

“I at once made your intentions known to the Tree Association, who, at their meeting held on the 28th January, 1853, passed a vote of thanks, and instructed the president to write you a letter of thanks also (copies of which I herewith enclose). All were loud in their praises for your princely gift. The news spread like lightning, and the newspapers came out with several complimentary remarks to yourself. The donation set our little association on its legs at once, and we went ahead that spring and set out from four hundred to five hundred trees, in order that you ‘might see them flourishing on your return.’

"The greater part of the trees set out in the spring of 1852 and 1853 have (as you are aware) grown to a size that not only makes them an ornament to our wide and beautiful streets, but they even now throw out a shade, that, in the summer months, is truly grateful to all pedestrians; it must be gratifying to you, my dear sir, to know, that, among the many good acts of your life, this donation is one that will call down the blessings of the present and future generations on your head.

"I will, therefore, close after expressing what I believe to be the sincere wish of every man, woman, and child on the Island, and that is, may your shadow and that of the trees you have given us, never grow less.

"Very truly your obt. serv't,

"W. C. BARSTOW."

The officers of the association at the present time are,—President, Ebenezer Atkins; Vice-President, William C. Barstow; Secretary, S. R. Field; Treasurer, D. H. Blaney; Directors, Edwin Rice, Wm. H. Calrow, Dr. D. D. Folts, S. N. Stockwell, Salma E. Gould, Dr. P. M. Crane, Thomas D. Demond, Benjamin Lamson, and Noah Sturtevant.

These gentlemen are actively engaged in the prosecution of the original design, and each succeeding year the Island gives additional evidence of the value of this Tree Association.

PUBLIC GARDEN.

The "Public Garden" so called, containing about thirteen acres, was situated in section three, and was bounded by Saratoga, Lexington, Marion, and Putnam streets. In 1834 Mr. William McCollough applied for a lease of this garden, but his request was not granted. It was a portion of the property ceded by the East Boston Company to the old ferry company in 1835; and thus passed to the latter. In 1836 a fence was erected around it, and trees were planted within the enclosure; in April, 1838, it was leased by the ferry company to Mr. Thomas Mason for seven years; but, Mr. Mason not succeeding, the lease was soon afterwards cancelled.

When the ferry property was taken for debt by the East Boston and the Eastern Railroad Companies in 1841, the public garden was equally divided between these two companies and held by them in fee, restricted only by the lease it was under at that time.

In 1842 Princeton street was extended through the centre of the garden (easterly and westerly), and also Brooks street (northerly and southerly), and the remainder of the land was divided into forty-eight lots of ten thousand feet each, and numbered from 334 to 381, both inclusive. The lots were then equally divided between the two corporations, who have since sold them to different individuals; many of the purchasers have built on these lots some of the most beautiful dwelling-houses that are upon the Island; and thus the "garden" ceased to exist.

EASTERN RAILROAD.

In the early part of the year 1831, the project was entertained of constructing a railroad from Boston to Salem over Noddle's Island. It was apparent to some, that such a road would be greatly advantageous to both places; that, passing through enterprising and business towns, it offered strong inducements for investment, and that, in process of time, it could with profit be extended further to the east. But what induced the writer to interest himself individually was the fact that the nearest, and, in all probability the most practicable, route passed directly over Noddle's Island, and if a road should be built with that location, the value of the Island estate would be immeasurably enhanced. The attempt to connect the Island with the city by the Salem turnpike and bridge had failed,¹ and that road had been built so as to enter Boston over Charlestown bridge.

Locomotion by steam power was, at this period, considered in the light of an experiment. The public mind was to be convinced of its utility, and this formidable obstacle was to be met and overcome.² It was also apparent that the proposed

¹ Page 422.

² No railroad was at this time in operation in this country, although roads to

railroad from Boston to Salem would meet with opposition from the turnpike company, which would vigorously object to being deprived of their accustomed travel. Fully aware of this strong source of opposition, and that in all probability objections would be presented from other quarters, it was, nevertheless, thought that the object proposed was worthy of investigation.

Before any public steps were taken it was considered prudent to have a partial survey of the route made to test the practicability of the enterprise, and to form an estimate of its cost, in order to obtain subscriptions for the stock. There being then no civil engineer in this part of the country upon whom reliance could be placed, Lieutenant Vinton, of the United States Artillery, a first-class scholar from West Point, and then stationed at Fort Independence, was thought of as a capable person, and, with leave from his commanding officer, was engaged, and performed his duties in an acceptable manner.

The results were of so favorable a character that the project was prosecuted with increased vigor. As civil engineering, in its application to railways, was then in its infancy, it may gratify the public to give Lieutenant Vinton's valuable report at length. Interest will be added to this communication when it is stated, that, soon after, the engineer changed his military uniform for the surplice, and now, as the Rev. Dr. Vinton, is Rector of Grace church in Brooklyn, New York, where his elevated character and eminent talents secure the esteem and admiration of his hearers.

The report is as follows : —

Providence, Lowell, and Worcester, were in contemplation. Surveys for the Baltimore and Ohio Railroad had been made as early as 1827; but the first one in operation in this country was that from the granite quarries in Quincy to tide water; the first loads of granite were for the construction of Bunker Hill Monument. To show the state of the public mind in respect to this means of conveyance, even as late as 1827, it may be mentioned that in that year the North American Review expressed the belief that horse railroads were then better adapted to our circumstances, but that no change or improvement could be foreseen which would reverse the condition; and just before the opening of the Liverpool railroad, a premium of £500 was offered for a locomotive engine which should travel ten miles an hour, and carry sixteen tons!

“Fort Independence, February 13, 1832.

“DEAR SIR, — At your request I have made a reconnoissance and partial examination of a contemplated route for a railway to commence at N. Battery wharf, and to pass from thence (by ferry) to Noddle's Island, and thence over Noddle's and Belle islands, Oak island marsh, through Lynn village to Salem.

“I have the honor to submit to you the following facts, and my opinion as derived from them, of the practicability of the proposed route. It is to be observed, —

“1st. That from the N. Battery wharf, or some other point near, the direction N. 60 E. strikes Noddle's Island about sixty rods east of its south-western angle, and passes east of the hill, over a level surface on this Island, about fifteen feet above high-water mark; the prolongation of the plane of this direction intersects the hill on Belle island (the highest point of which intersection is about one hundred and fifty feet above tide), and passes, east of Oak island, into the sea.

“2d. The course N. 53 E. from N. Battery, strikes the south-western angle of Noddle's Island and passes thence to the eastern angle of the hill on this Island; the plane of this direction intersects the hill in a curve (the highest point of which is sixty-seven and a half feet above tide), and also intersects the hill on Belle island in a curve (the highest point of which is one hundred and thirty feet above tide), and thence passes over the eastern part of Oak island.

“3d. To avoid Belle island entirely, and pass on the Chelsea shore, the termination of the ferry would be about sixty rods east of the western angle of Noddle's Island; the plane of this direction intersects the hill on Noddle's Island in a curve which contains the summit of the hill (about one hundred and twelve feet above tide).

“4th. The course N. 42 E. from the eastern angle of the hill on Noddle's Island strikes the western side of the hill on Belle isle; the plane of this direction intersects this hill in a curve (the highest point of which is eighty feet above tide), and thence passes over the western part of Oak island, and crosses Pines and Saugus rivers at favorable points, the width being about the same as at the bridge, and enters the village of Lynn near Summer street.

“5th. A straight course from the N. Battery or Marine Railway will pass over the hill on Noddle's Island at a height of seventy-five feet; and over the hill on Belle island at a height of one hundred feet above tide; over Oak island and across Saugus river between Pines river and a small creek which empties into Saugus river.

“6th. The hill on Noddle's Island may be entirely avoided, and that on Belle isle partially so, by making a turn of about eighteen or twenty degrees on Noddle's Island; the direction from thence to Lynn conforms nearly to the course pointed out in the preceding paragraphs (Nos. 4 and 5), except that it would pass over the hill on Belle isle eighty feet above tide.

“7th. The hills on Noddle's and on Belle islands are composed principally

of gravel, and are of easy excavation. The latter would be very convenient for the construction of an embankment from Noddle's to Belle island, and from Belle island to Chelsea.

"8th. The length of embankment from Noddle's to Belle island would vary from twelve rods to thirty rods, according to the points of departure.

"From these facts it appears clearly that the proposed route is practicable, at least as far as Lynn; that the hills on Noddle's and on Belle islands are the chief obstacles; that the former may be entirely avoided, and the portion of the latter which it would be necessary to excavate would be useful and necessary for the construction of the embankments; and that a straight route very nearly can be obtained between the terminus in Boston and Lynn.

"From Lynn, in a direction about N. 60 E. to the oak tree near Colman's farm, the route is on a level of about fifteen feet above high-water mark. This direction continued will reach Marblehead, the route being very level, and but few obstructions, and these hills of a small elevation.

"From a point in the Marblehead road about one hundred rods east of the oak tree to Salem may be obtained an advantageous location in the valley of Great Swamp, quite level, and very direct. The valley varies in its direction only about twenty degrees; but the road could be perfectly straight to near the entrance to Salem. At a point about a half mile south of the brickkiln, an advantageous branch could be made to Marblehead across favorable ground, although not so much so as the ground between the oak tree and Marblehead.

"The distance in the former case from the road to Marblehead is two and a half miles; in the latter, about four and a half miles.

"FRANCIS VINTON, Lieut. U. S. Army.

"Genl. W. H. Sumner, Boston."

A day or two later he sent a map of the route to the same gentleman, with the accompanying note.

"I send you the map with the straight course, *passing over* the hill on Noddle's Island and the hill on Belle island, marked with dotted lines; and the course *avoiding* the hill on Noddle's Island, marked by a full line.

"The base of the hill on Belle island is about 1,160 feet, and the base of that on Noddle's Island about 1,048 feet. This is their *maximum* length. I will call on you at six and a half or seven o'clock this evening."

It was while this subject was under consideration, that negotiations were commenced between Messrs. Sumner, White, and Oliver, for the purchase of Mrs. Greenough's half of Noddle's Island. During these negotiations, General Sumner opened the subject of the railroad to these gentlemen, to whom he had proposed a union with him in the purchase, and secured their assent and coöperation. The day after the date of his letter to General Sumner, Lieut. Vinton sent a report of his reconnois-

sance to Messrs. Sumner, White, and Oliver; but as it contains nothing in addition to the former letter, and is not so particular in its details, it need not here be given. The purchase was brought to a satisfactory issue, and on the 21st day of February an indenture was entered into between the purchasers, the fourth provision of which is as follows:—

“That they will use all their endeavors and exertions to procure the location of a railroad from Boston to Salem over the Island aforesaid, and to establish a ferry connected therewith between the Island and Boston; and inasmuch as it may be found necessary or convenient, in order to carry into effect this object, to associate other persons in the purchase aforesaid, it is agreed, that, whenever it shall be decided so to enlarge the number of associates, each of the present parties, and such as shall become associates with them, shall part with shares in said Island, or purchase in proportion to his interest therein.”

Two difficulties presented themselves to the minds of the movers in this work: the first was in *procuring a charter*, and the second to *get the stock taken* in case a charter should be obtained. Fully aware that a strong opposition was to be met and overcome in any attempt to obtain the first of these objects yet anticipating final success, the author conversed with Messrs. Perkins and Tallmadge on the subject, two prominent capitalists and speculators belonging to New York, in order to get them interested in the projected road. He took them into his carriage, and driving down to the end of North Battery wharf, pointed out the proposed route, and all the circumstances connected with the subject. The whole enterprise struck them favorably, but at that time they were deeply interested in the Providence Railroad, and could not engage extensively in another; but they secured a promise from the writer to give them an opportunity to subscribe for stock, if a charter was granted.

To interest Salem people as much as possible in the projected enterprise, a proposition was made to them to this effect. After stating some general facts concerning the route, which have already been given, the paper goes on to say that,—

“This furnishes the shortest and most practicable route for a railroad from Salem to Boston, which would run from Salem to

Smith's head. The locomotive would then run itself into rails on the steamboat deck, corresponding with those on the road, and land its passengers and goods in Commercial street in Boston with scarcely a moment's interruption.

"Noddle's Island contains, by Taylor's survey, 663 acres, beside several hundred acres of valuable flats for wharf lots. That part of it which fronts on the harbor is the best wharf land in Boston, both on account of its depth of water (five fathoms) and its south-western aspect.

"The whole Island, of which a considerable proportion consists of fine clay for bricks, is beautifully situated for building. It is cool and healthful in summer, and being very near to, or almost in, the town, and connected with the thickest settled part of it by a steam ferry-boat which would pass over every five minutes, it is thought it would immediately draw off its surplus population, and soon become, like Brooklyn opposite New York, a populous and business part of the city. Indeed, several years ago, a proposition was made to the proprietors to purchase an undivided half of it by a company estimating the whole at eighty thousand dollars, to be divided into eighty shares, the purchasers of which stipulated to erect one house, building, or wharf for each share upon it the first season; but it could not then be purchased.

"One undivided half of the Island can now be obtained at forty-two thousand dollars, and divided so that each shareholder shall have an acre of land. A part of the stock is taken up, but one hundred shares is reserved to be divided among the inhabitants of Salem, to insure their aid and concurrence in the location of the road in the proposed direction, and on condition of the grantors being as shareholders of a like proportion, say one third of the railroad stock.

"For this purpose the property shall be conveyed to trustees with power to issue scrip for shares upon payment being made therefor by the subscribers, and subject to such other provisions as they shall make.

"Each shareholder shall pay five dollars a share on subscribing, to be accounted for in expenses, and the number of shares in the company may be increased if the other proprietors of the Island should hereafter be induced to convey a part or the

whole of their interest to the company, or to become a party to the association in proportion to the number of acres so obtained or added."

The petition presented by General Sumner and others sets forth the principal points in a condensed form, and for this reason is here introduced:—

"TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES.

"The subscribers respectfully represent that a railroad from Boston to Salem would, in their opinion, greatly facilitate the communication between the two largest commercial places in the Commonwealth, and by branching out from it to Marblehead and Gloucester, and, as its advantages shall be demonstrated, extending it to Newburyport and Portsmouth, and the large manufactories eastward of it, all the towns on the eastern coast and those enterprising establishments, may either directly or eventually participate in its benefits.

"Your petitioners further represent, that the most direct route from the market in Boston to Salem is across Noddle's Island, in Boston harbor. Great advantages, in the opinion of your memorialists, would result to the capital and State from connecting that Island with the city by a steam ferry. The Island is directly opposite the most populous part of the city, and is within the city limits. It is only 132 rods from the North Battery to the Island, and by the erection of a wharf on the latter, the distance will be reduced to somewhat less than three eighths of a mile. The water at Noddle's Island point is five fathoms deep, and the channel opposite it is deeper than in any other part of the upper harbor. Hence it is seldom frozen; and if a steamboat were kept constantly passing, it is believed, would never be frozen over. The situation of the Island is cool and healthful; its hills afford most beautiful sites for private residence, while its extended front upon the deepest water in the harbor, with a south-western aspect, furnishes such opportunities for commercial and mechanical pursuits as the circumscribed limits of the settled part of the city much require for indulging the taste and skill of its enterprising inhabitants.

"Thus the great object of extending the city settlements, in a part most requiring it, can be effected in connection with the enterprise. Commencing at Salem, the road would terminate at the wharf on the Island, where the steam ferry-boat, with rails on its deck corresponding with those on the road, would be drawn up to receive the carriages and cars, which would thus continue their course, and, with scarcely a moment's interruption, deliver their passengers and goods in any part of Commercial street which shall be selected for that purpose, and which it is contemplated to extend sufficiently far northwardly the ensuing season to afford these advantages.

"Your memorialists have only made the foregoing suggestions with a view to bring this particular course to the public notice and consideration, believing that it may be made to combine more private interests and public advantages than any other route which has been spoken of. But as the most favorable route for the location of the road must depend upon the surveys, which have

not yet been made, your memorialists submit this point, as well as the terms of the grant, to the wisdom of the legislature, and therefore respectfully pray that they, and such others as may associate with them, may be incorporated, with power to construct a railroad from Boston to Salem, in the best practicable route, and on such terms and conditions as the legislature see fit to grant."

Four petitions were presented for a road to Salem across the Island, and five petitions for a road to Salem over the Winnisimet ferry. Against the Island route there were five distinct remonstrances, representing the prospective damage to navigation, to water power, and other interests; and the Salem Turnpike and Chelsea Bridge Corporation remonstrated against the construction of the railroad on either route. The bridge had been built at a cost of between \$55,000 and \$56,000, and the turnpike at an expense of over \$182,000; and it was contended that the contemplated railroad would divert the travel from these thoroughfares, and thus the income be reduced. Both of the routes for the road proposed entering Boston at the north end by means of steam ferry-boats, the Island route terminating near North Battery wharf, and the Winnisimet route at the Winnisimet ferry landing. The distance from Boston to Winnisimet was 7,600 feet, and from Boston to Noddle's Island 2,000 feet. While these different petitions were before a committee of the legislature, the rival petitioners for the two routes united upon the plan of a single road from Salem to some place near Chelsea meeting-house, passing thence to Boston by two routes, one over the Island, and the other over Winnisimet ferry.

This committee, in March, 1833, reported against granting a charter.

Commencing the undertaking anew, subscription papers for a railroad from Boston to Salem were opened in July, 1835, and on the 7th of the same month a meeting of subscribers was held and a committee of five appointed to confer with the turnpike company, and to obtain subscriptions from the towns in the immediate vicinity. This committee made a report at a meeting on the 24th, urging speedy and vigorous efforts, in order to anticipate many projects then in contemplation calculated to throw obstacles in the way. Fully sensible of the increasing importance of the enterprise, the subscribers to the stock met

again on the 4th of August, and listened to a report from their committee. This report took the ground that a charter could not be obtained for a road from Boston to Salem, but that a union must take place between the subscribers to the Boston and Salem, and the subscribers to the Salem and Newburyport, roads. It was thought that this union would be the means of securing a charter, by carrying to the legislature an influence too powerful to be resisted. Such an union would secure the towns east of Salem in favor of the undertaking, and add an importance to the route not otherwise to be obtained. The report was accepted without debate; and this fact shows conclusively the then opinion of the subscribers in regard to the extension of the road beyond Salem. A general committee was appointed by the subscribers "to take all necessary steps for surveying a route for a railroad from Boston to Newburyport, to obtain subscriptions to the stock, and to obtain a charter from the next legislature, if practicable."¹

The committee proceeded immediately to perform the duties assigned them, and convened in a few days at Salem, and every act of theirs indicated that they were guided wholly in reference to a long line of road. It was decided to employ Col. John M. Fessenden as engineer. He had previously taken a plan and profile of the Salem turnpike, and had examined with great care the several routes through Charlestown leading to the city, with reference to a terminus in Boston. He was now instructed to satisfy himself thoroughly as to the advantages and disadvantages of all the routes which could be used, and to report his decision as soon as practicable to a subcommittee, composed of the chairmen of the several town committees. This subcommittee was intrusted with the negotiations for "a depot and other matters connected with the terminus of the road."

The able report of Colonel Fessenden, made in the early part

¹ This committee consisted of Isaiah Breed and F. S. Newhall, of Lynn; George Peabody (chairman of the committee), Larkin Thorndike, Robert Upton, Nathaniel Saltonstall, William Sutton, Gilbert R. Newhall, and W. H. Foster, of Salem; Pyam Lovett and Charles Stevens, of Beverly; Joseph Farley, Abraham Hammett, and Ephraim R. Miller, of Ipswich; and John Porter, Caleb Cushing, Daniel Adams, 3d, and Benjamin Hale, of Newburyport.

of 1836, contains, in a condensed form, the reasons for choosing the Island route ; and these can be best given in his own words : —

“ By your directions my attention was first given to the turnpike between Boston and Salem, for the purpose of ascertaining the facilities which the whole or any part of it would afford for the construction of that portion of the route ; the results of the examinations and surveys for this purpose were reported to you immediately after their completion, and were to the effect that the great elevations to be overcome on the road near Salem would make it necessary to resort to a rate of inclination inadmissible for locomotive engines, unless such an expenditure for grading should be made as even the free gift of the whole turnpike would by no means justify ; and further, that no part of the turnpike could be used for the railroad without much increasing the length of the route, and seriously injuring the turnpike for ordinary travel ; and these evils would have been encountered without any saving of expense in the construction, as compared with the route finally selected.

“ In connection with the plan of adopting the turnpike, or a part of it, and indeed with all the routes examined for a railroad, the different ways of approaching Boston were considered, and those through Charlestown and East Boston were thought to offer the greatest facilities ; and the final determination in favor of that through East Boston was made chiefly for the following reasons : —

“ 1st. It avoids the draws which would be necessary in the bridges across Charles and Mystic rivers. These draws are always objectionable, but I do not know where a route could come in contact with a more unfavorable one than that which would be necessary in crossing Charles river ; as is the case with the present bridges, the draw must be opened very frequently for the passage of vessels, sometimes amounting to forty per day, causing, as I think will be acknowledged by all, a very much greater and longer continued uncertainty in the use of the road than would be encountered in the approach by East Boston. Indeed, a comparison can hardly be made, and should not be made, in my view, for by the former route there will be frequent and positive delays, while by the latter, experience has shown that delay or uncertainty can scarcely be expected. It is true that the distance in the ferry will not be performed in the same time with an equal distance on any other part of this or the other route ; but this difference of time is less than that which would be required to perform the greater length of route necessary to pass through Charlestown.

“ 2d. The convenient and practicable termination of the road in Boston will be very much nearer the centre of business by the East Boston route than by the other.

“ 3d. The whole distance, as alluded to in the first of these reasons, is less by the East Boston route, and can be performed in less time.

“ 4th. East Boston is so near the termination in Boston, and its accommodations of every description necessary for a depot so superior to any that could

be obtained in the city, that a great portion or department of the depot can be located there, and thus save a very large amount which it would be necessary to pay to obtain only indispensable accommodations at the termination by the other route.

"5th. The cost of the road will be very much greater by the Charlestown route, in consequence of the damages to real estate in passing through that town, and the construction of the necessary bridges, draws, etc.

"6th. At the proposed termination in Boston and depot at East Boston, the greatest facilities which the city offers would be obtained for the approach of and berths for shipping, while on the other route a number of bridges and a greater distance must be passed.

"The ferry to East Boston is only six hundred yards in length, and, as I have before stated, experience has shown that it can easily be kept free and in use throughout the year; it crosses the confluence of two rivers, the Charles and Mystic, and it is the last place in the harbor which would be closed by ice under any circumstances. Boats may be constructed with rail tracks, which can be raised or lowered to suit the tide, and permit the convenient and safe embarkation of a whole train of cars, if it should be desirable."

The location of the road, as detailed in Col Fessenden's valuable report, is in accordance with that accuracy and excellent judgment which have always characterized him as a civil engineer.¹

Immediately upon the reception of this report, the subcommittee repaired to East Boston, and satisfied themselves that the opinion of the engineer was fully supported by the facts in the case. Their next object was to make as successful a negotiation as possible with the proprietors of East Boston for a depot on their premises. The committee knew that the terminus of a railroad on the Island would be regarded by the proprietors as of immense importance to their interests, and a conference was proposed. After several meetings, the following offer was made by the East Boston Company, in a letter directed to the chairman of the committee, dated August 19, 1835:—

"The undersigned, directors of the East Boston Company,"
——"offer to cede, *without any compensation* other than the location of the railroad to East Boston, as much land on the Island (subject, of course, to the streets and canals, which are not to be obstructed) as may be necessary for the passage of a railroad on the south-westerly side of the road of seventy feet

¹ The cost of the Salem Railroad survey, as given in the statement of the East Boston Company's accounts, December 15, 1835, was \$2,380.62.

wide called 'Chelsea street,' until it intersects Decatur street; thence a strip of land two hundred feet wide, extending from said street to high-water mark on Webster street, about 1,300 feet in length; thence a water lot of two hundred and fifty feet, extending about 1,000 feet to low-water mark, — making, in the aggregate, exclusive of the land first mentioned, about 510,000 square feet, or nearly twelve acres, which they consider amply sufficient for the accommodation of all depots and other buildings that now are, or ever will be, required."

On the 27th of August, the general committee met at Ipswich, when the whole subject of the terminus in Boston and the proposal of the East Boston Company was discussed. The result was a vote of the committee, —

"That the proposition made by the East Boston Company to this committee is such an one as will be satisfactory, with the following additions, namely, that the width of land offered be 250 feet from Decatur to Webster street, and from thence to low-water mark, be 300 feet; that the railroad company be furnished gratuitously with all the material necessary for filling up the marsh and wharf and making the road, provided that satisfactory arrangements be made for passing the ferry, and the necessary accommodations obtained on the opposite side." These proposed additions were readily assented to by the directors of the East Boston Company, in a letter to the chairman of the general committee, signed by the board, and dated September 2, 1835.

At this same meeting at Ipswich, the subcommittee were instructed to negotiate in reference to the ferry and a depot and landing on the Boston side. The ferry company was distinct from the East Boston Company, although some individuals were large proprietors in both concerns. The property of the ferry was held in trust, and, to guarantee the exclusive right of ferriage to the then company, every water lot on the Island is sold with the provision that no ferry shall ever be run from the premises. The committee had no authority to make a specific contract with the ferry company binding both parties, and it was a difficult matter to determine prospectively in what precise way the ferry should be used by the railroad company; at the same time it seemed very important, that, if a charter should

be obtained, some arrangement should be made by which the railroad company should not be wholly dependent upon the will of the ferry company. It was accordingly concluded to obtain a bond from the proprietors for the sale of a majority of the shares, in case they should be wanted by the railroad corporation. In a conditional agreement, the proprietors engaged to furnish to the railroad company five hundred and ten shares, a majority of the stock in the ferry company, at the par value; the purchase, when decided upon, to be paid in railroad stock. In addition to the boats, houses, ferry ways, etc., a valuable tract of land, called the "Public Garden," was then held by the ferry company, and was a portion of the property proposed to be conveyed to the railroad.

The agreement to furnish five hundred and ten shares of the ferry company to the railroad was as follows:—

"Boston, October 31, 1835.

"The subscribers agree to furnish to the Eastern Railroad Company, five hundred and ten shares in the East Boston Ferry Company, at the par value, on the following conditions:—

"The ferry shall be carried on as heretofore; whenever its net income upon its present rates of toll shall reach twelve per cent. per annum, the ferriage of the railroad travel, and the directors and agents of that company, and that of the residents and occupants of houses, stores, and wharves at East Boston, together with the operatives in the manufactories, their agents and directors, and the agents and directors of the other companies, now or hereafter to be established there, shall be reduced so as to yield but six per cent., and so on from time to time as the increase of the travel may raise the income to twelve per cent. But the rates of toll may be lessened at any time so as not to reduce the income below six per cent. Any additional expenditures necessary to be made for the exclusive accommodation of the railroad travel shall be made at the expense of the railroad company, provided that the alterations made shall not be such as to diminish the convenience of the travel to and from East Boston. The purchase of the above shares in the ferry stock to be paid for in railroad stock at the par value.

"STEPHEN WHITE.

"W. H. SUMNER for self, and as Trustee
to Eliza Gerard.

"FRANCIS J. OLIVER."

Two months later, an explanation of a clause in the above agreement was made, which was to this effect:—

"Boston, January 1, 1836.

"The words, 'the ferry shall be carried on as heretofore,' inserted in our proposal of 31st October last to the Eastern Railroad Company, are understood by us to point to the perpetuation of the ferry for its present purposes, in order to secure a continuation of accommodation like the present to the classes of persons mentioned therein, and to the public generally.

"STEPHEN WHITE.

"FRANCIS J. OLIVER.

The next object of the subcommittee was to obtain a point of landing on the Boston side. This was a matter of considerable importance, and less easily effected than either of the other objects. The wharf property lying opposite the proposed depot at East Boston was extremely productive, and daily increasing in value. The Lewis' Wharf Corporation owned two or three wharves nearly contiguous, and these wharves were now being united so as to form one large wharf, with warehouses in the centre. A portion of these premises was at this time occupied by the ferry landing, and here seemed to be a favorable site for the passenger depot. The wharf corporation communicated the terms upon which the land could be secured for the depot. These terms, dated on the 29th of October, 1835, were binding for six months; but as that time passed away before any definite action could be taken, it was decided that nothing further could be done before the granting of the charter by the legislature.

The location of the route beyond East Boston was then determined with general satisfaction to all parties.

But the principal thing, and the one upon which the whole undertaking depended, yet remained unaccomplished. The charter must be obtained. According to the expressed wishes of the subscribers, means were employed to bring the subject of the railroad before the legislature at the September session, 1835. Petitions were procured, containing twelve or fifteen hundred names, from the towns of Salem, Lynn, Marblehead, Beverly, Ipswich, Gloucester, and Newburyport, but the subject was referred to the next session. This delay gave the opponents of the road ample time to organize and combine their hostility, and consequently, when the subject was called up at the January session, a formidable opposition was presented, and

for a time seemed to threaten the speedy annihilation of all hope of securing the object. A committee of the legislature was in session seventeen or eighteen days, during which time every possible objection was urged which the ingenuity of ten or twelve professional gentlemen, with their friends, could devise. Efforts were also made to show that the sole object was to "get a road to Salem." On the other hand, the friends of the road, supported by able counsel, and an engineer well prepared on all points to meet and overcome objections, made the most vigorous efforts to demonstrate the feasibility and utility of the road, and to secure a charter for it. The whole subject underwent the most thorough investigation by the committee, and the evidence adduced to show the importance of the road left so little room for doubt, that the delay, which had obliged the projectors to meet the strong opposition with facts, statistics, and arguments, was eventually considered a fortunate occurrence, as each day's examination only strengthened the claims for the road, and served to inspire a confidence in its ultimate success, seldom attainable short of actual experiment. Indeed, the chairman of the legislative committee, a gentleman of sterling sense, of great moral honesty and independence, did not hesitate to declare at the senate board, that, "notwithstanding he had been on the committee to consider every petition for a railroad granted in this Commonwealth, none had exhibited half the claims for a charter which had been presented by the Eastern Railroad."

Time has proved the correctness of the positions taken by the petitioners; that the public necessity, the manufacturing and commercial interests, demanded the road; that the most direct and feasible route was over Noddle's Island; that it would be a good investment for capitalists; and that the future prosperity of New England would depend, in a great measure, upon the introduction of railroads.

On the 11th of April, 1836, the bill incorporating the "Eastern Railroad Company" passed the house of representatives by a vote of 159 to 20, having previously passed the senate by a vote of twenty to three. The strength of these votes is remarkable, especially when we consider the strong and persistent opposition to the enterprise; and it shows the feeling enter-

tained by the members of the legislature of the superior advantages of East Boston for the termination of the road over the other routes by which it was proposed to enter Boston.

The charter was accepted by the stockholders on the 10th of May, 1836, and at their first meeting it was voted that "the directors be requested to proceed in the prosecution of the work committed to them with all possible despatch."

Ground was first broken on the Eastern Railroad on the 22d of July, 1836, and salutes were fired from Belmont square, East Boston, in honor of the occasion, and the work was thenceforth prosecuted with great energy.¹ In a little more than two years, namely, on the 27th of August, 1838, the road was opened to Salem, where appropriate ceremonies were observed, and an interesting address delivered by George Peabody, Esq., the president of the corporation. Referring to the time in which the work had been accomplished, he says: "This rapid progress, under ordinary circumstances, would have been a matter of surprise, but it is still more so when we reflect that it has been made during a depression of commercial affairs unprecedented in this or any other country; a condition of things, which, we may venture to assert without arrogance, would have convulsed society and revolutionized government in any other civilized nation of the world. Yet, with all this acceleration, it is believed that no part has been slighted. Every improvement which experience could dictate or ingenuity suggest has been adopted, and the road constructed with special reference to strength and durability." In speaking of the origin of the road, he says: "A subscription was first opened for a railroad from Salem to Boston, and papers were circulated for another

¹ In this road, as in some others, it was found necessary to borrow money from the State. The loan was effected, and on the 18th of April, 1837, the State authorized the issue of scrip in the name of the Commonwealth, to the amount of \$500,000, at five per cent., redeemable in twenty years from the 1st of July. The corporation was to give a bond to save the State harmless from any liability on account of said scrip, and to pay the interest punctually, and pay the principal one year before the same should be redeemable by the Commonwealth, and to convey their entire road, and its income and property and franchise, as a pledge to secure the performance of the conditions of the bond.

in continuation to the east. But it was soon thought advisable to unite the two; and the project in the latter form was favorably entertained by many of the principal towns in the county, where a great number of shares were taken.

"The proprietors of East Boston, who had a few years previous made an unsuccessful application to the legislature for a charter to build a road to Salem, were induced to subscribe largely to ours, as soon as they ascertained it would be located through their island. The success of the enterprise is, in fact, very much owing to the large interest taken by these gentlemen, and we hope their spirited action will be compensated by a full share of the anticipated benefits. The object sought, we believe, will now be achieved, since there can be no doubt of the extension of this road to the confines of the State, and, sooner or later, to the extreme eastern section of the Union."

The compliment here paid to the East Boston proprietors was justly deserved, as they had labored for a long time to secure a railroad over the Island and to the eastward, and had proved their interest by taking 3,250 shares in the road.

From the books of the East Boston Company we find, that, on the 2d of March, 1837, the president of the company was authorized to obtain from the legislature, authority for the company "to purchase and hold such an amount of shares as a majority of its directors shall think prudent and expedient in the capital stock of the Eastern Railroad Company." By a report on the 22d of May it appears that such authority was obtained, the act of the legislature accepted, and that 3,250 shares were subscribed for by the company.

The railroad company built a pile wharf, on which they erected an expensive and commodious depot and car-house. On January 25, 1842, the first time the cars ran into the new building, and the first time the new boat went into the drop, at 12 M., the building took fire and was burned down, with a portion of the wharf. The fire caught from the heat which rose from the chimney of the engine coming in contact with the wood-work overhead. This danger had been entirely overlooked, and the quick destruction of the new depot was a blazing warning to the builders, that *wood, if sufficiently heated, will burn.*

The history of the Eastern Railroad after this date — that is, from the time when its particular connection with the Island history ceases — is foreign to the subject of our work, and is easily accessible to those wishing information respecting it.

In 1854 it was thought great advantages would be realized, especially in the freight department, by changing the station from the Island to the city, and consequently a branch was made through Chelsea, entering Boston at Causeway street near Andover street, where the passenger depot is now situated. This change, which went into operation on the 19th April, 1854, was made at an expense of \$1,200,000; a considerable detour, of necessity, was made to avoid the ferry, and in the result neither the company nor the travelling public are so well accommodated as formerly. The anticipated advantages in the freighting business was not secured, and in August, 1855, that department was returned to the Island, where it still, and probably permanently, remains. It is now apparent to all, that the departure from the original plan was inexpedient and unfortunate, a great expense being incurred, convenience sacrificed, and ample grounds being relinquished for contracted accommodations, and no corresponding benefit received; but the great outlay of money made in the removal renders it improbable that the passenger station will ever again be changed, while it is equally probable that the freight will continue to be carried over the Island, where the extensive grounds and ample arrangements belonging to the railroad corporation afford every facility for the speedy transaction of business, and the convenience of the trading and travelling community.

CUNARD STEAM-SHIP WHARF.

Probably no one cause has operated more powerfully upon the prosperity of East Boston, and has had such an influence upon the commerce and consequent growth of the city, as the establishment of the line of British steamers between Liverpool and Boston. The impetus thus given to trade by opening new and important channels of intercourse be-

tween the two great nations of the world cannot be overestimated; the benefits received are felt throughout New England and the whole country. An outlet is thus made for our products, and an inlet for imports, indispensable for our use and comforts, which give a healthy and rapidly increasing circulation to our commercial system. The Hon. Samuel Cunard, of Halifax, Nova Scotia, a far-sighted, enterprising merchant, has the honor of originating and carrying into successful operation this grand project. In the early part of 1839 he entered into a contract with the British government, for a term of years, to convey the North American mail from Great Britain to Halifax and Boston by vessels propelled by steam. Ocean steam navigation was then considered in the light of an experiment, the success of which was yet to be demonstrated.

The first steamer that ever crossed the Atlantic was the "Savannah," a paddle-wheel boat of three hundred tons burden, built in New York in 1818, by Messrs. Fitchet and Crockett, and commanded by Captain Moses Rogers. The engine was built by Stephen Vail and Daniel Dod, of New Jersey, and of ninety-horse power. She sailed from New York on the 29th of March, 1819, to Savannah, Georgia, where she was owned. Thence she went to Charleston to take President Monroe to Savannah; and from Savannah, on the 25th of May, 1819, sailed for Liverpool, where she arrived in twenty-two days. She was a full-rigged ship, and a fast sailer; had steam up fourteen days of the voyage, and by steam alone could make eight knots an hour.

Singular as it may seem, nineteen years elapsed before any further efforts were made to cross the ocean by steam, and the fact of this successful voyage appears to have been entirely overlooked. But this means of communication between nations was eventually undertaken, and successfully tested, against the calculations of scientific men who had examined the subject. The great philosopher, Dr. Lardner, *proved* that steam vessels *never could* cross the Atlantic; that a ship could not carry sufficient coal to propel her across the ocean! Finally, in Bristol, England, a line of steamers was projected, and the first vessel, the "Sirius," arrived in New York on the 23d of

April, 1838,¹ and the "Great Western" arrived on the same day.

The earliest vessels, the *Sirius*, *Great Western*, *Royal William*, *City of Liverpool*, *British Queen*, and the *President*, were none of them long in the trade. The line established by Mr. Samuel Cunard, and to this day bearing his name, was the first permanently successful line of transatlantic steamers ever set afloat. Now, after the lapse of twenty years from the sailing of the *Sirius*, there are fifteen lines of steamers, numbering forty-six vessels, trading between this country and Europe, and during this time not far from three hundred thousand persons have crossed the Atlantic by steam, of which the loss of life has been about one third of one per cent., or one voyage in three hundred.

Mr. Cunard and his associates, full of faith, and having made all the preliminary arrangements, tried the experiment by sending the "*Unicorn*" to Boston, in June, 1840, as a pioneer of the regular line. Its arrival was appropriately celebrated by the city authorities by a public dinner at Faneuil Hall, a brilliant procession, etc. She made the voyage in sixteen days; and as she came into port, the wharves were lined with citizens, who had flocked thither to witness her arrival. She was welcomed by salutes and a display of flags from the United States ship of the line *Columbus*, which was moored in the channel, and the revenue cutter *Hamilton*. As the *Unicorn* passed the *Columbus*, the band played "God save the Queen" in a spirited manner.

The East Boston Company and Eastern Railroad Company, at the time the line of steam-ships was established, jointly owned the ferry, which in its infancy was not a paying concern, and were also largely interested in real estate in the vicinity, and, rightly judging it to be for their interest to secure the landing of the steamers at East Boston, offered for that purpose the accommodations which they have ever since occupied, free of rent for twenty years. These accommodations then consisted of two pier wharves of fifty feet by 250 feet, making a dock between,

¹ Ocean Steam Navigation, by Pliny Miles, Boston, 1857, gives this date; Putnam's World's Progress gives June 17, 1838.

and connected with the main land by a bridge twenty feet wide and nine hundred feet in length, the improvements costing the companies \$40,000. Three years after this, namely, in 1842, the owners of the property finding that the structures (being of wood, and perishable) must in a few years be repaired, and not being in the receipt of any money from the same, sold their interest in the property, with the incumbrance of twenty years lease upon it, to Wm. H. Sumner, Robert G. Shaw, and Samuel S. Lewis, one third to each. The agreement to purchase the steam-ship wharf was made between Sumner and Lewis on the 24th of October, 1842, and on the 26th of the same month, Robert G. Shaw was admitted as a party to the extent of one third part, and by mutual agreement he was to take the title to the same until the parties should pay their proportions. The half of the property owned by the East Boston Company was purchased on the 26th of October, 1842, for \$6,120, and the half owned by the Eastern Railroad Company on the 1st of November, 1843, for \$5,000.¹ A lease was then made to the Steam Packet Company, on the 13th of April, 1844, for seventeen years from the 1st of August, 1843, that is, until the 1st of August, 1860, at a yearly rent of \$1,000, to be paid quarterly, and taxes, and \$600 yearly for repairs, the lessor agreeing to keep the property in repair for that sum. The premises, consisting of wharves and docks, are thus described in the lease: "Beginning at a point 434 feet south-westerly from Marginal street, and running thence south-easterly 666 feet unto the channel, or as far as the line established by law, thence turning at a right angle by the water 350 feet, thence turning at a right angle, and running about 666 feet, more or less, thence turning and running at a right angle 350 feet to the point of beginning." The Steam Packet Company released that part of the estate which they had heretofore used, lying between the above described premises and Marginal street, being 450 feet long and 350 feet wide. This was subsequently sold, and makes a part of the Grand Junction Railway premises. The one third owned by Gen. Sumner was conveyed by

¹ Lib. 511, fol. 102.

him to Mr. Lewis, on the 10th of July, 1847, for \$27,500, reserving a right of way forty feet wide, running to the wharf and docks of the steam-ship company.¹

On the 4th of July, 1840, an auspicious day, the "Britannia," the first ship of the line, sailed *via* Halifax for Boston, where she arrived on the 18th, making the passage, including the stoppage at Halifax, in fourteen days and eight hours. When we consider the crude state of the science of ocean steam navigation at that time, we must call this a remarkably successful voyage, and as being an auspicious beginning of a singularly successful undertaking. A great display was made upon its arrival and the reception of Mr. Cunard. This "Cunard Festival," as it was appropriately called, was on the 21st of July, 1840. A beautiful and elegantly decorated pavilion was erected in front of the Maverick House, East Boston; there was a magnificent public dinner, at which two thousand persons were seated, while from the balconies of the hotel, which opened into the pavilion, crowds of ladies witnessed the ceremonies and festivities of the occasion, and listened to eloquent speeches. The scene at the table was beautiful and impressive, and long to be remembered by those present. The day was an epoch in the history of Boston, and thousands collected to celebrate the occasion. Here was the statesman, the merchant, the manufacturer, the exporter, the importer, indeed representatives of all classes interested in an enterprise the success of which would open new channels of trade, increase the commerce and prosperity of the city, and, with its many benefits, reach far back into the country, and affect all classes of society. The highest talent in the land was present, and the statesman and the orator united their enthusiasm with the merchant and the capitalist. Webster and Everett, Judge Story, George Bancroft, Josiah Quincy, senior and junior, Mr. Grattan, the British consul, Geo. S. Hillard, and many others, distinguished in their particular spheres of action were here, and made appropriate speeches, in which they indulged in

¹ Lib. 581, fol. 68. These premises were conveyed to Gen. Sumner by Robert G. Shaw, 14th November, 1844, lib. 543, fol. 62.

strong imaginations, which have since been more than realized. As evening came, the revenue cutter, lying at anchor opposite East Boston, was beautifully decorated with variegated lamps hung in her rigging, and sent up rockets from her deck, while brilliant fireworks were displayed from the hills of the Island. The ceremonies passed off with great *eclat*, and gave unmistakable evidence of the interest felt in the success of the Steam-ship Company by the citizens of Boston, and particularly the mercantile community.

The accommodations of the Steam-ship Company being insufficient for the rapidly increasing business, Messrs. Sumner and Shaw made a contract to fill up and make solid a portion of the leased premises, so that suitable storehouses might be erected thereon.¹ In consideration of this improvement, the company agreed to give the additional rent of \$1,000 a year, as soon as the contract should be fulfilled.

Soon after, at the request of the company, Messrs. Sumner and Shaw extended the two pier wharves fifty feet further into the channel, and for this an additional rent of \$600 was paid; so that, from the 1st of December, 1848, to the present time, the annual rent has been \$3,200, in equal quarterly payments.

The pier wharves are now built out to the commissioner's line, enlarged by widening, and wholly rebuilt of oak piles. Many improvements in buildings, railway tracks, and general accommodations, have been made upon the premises. The docks are sufficiently ample for two steamers at a time, and have twenty feet of water at low tide. Rails are laid to the side of the ships, and the cargoes are discharged on railway trucks and run up by horse-power to the government bonded warehouses, a few rods distant, into which, on arrival, the cargo is immediately discharged under a general order from the customs; and from the front and rear of these warehouses, goods may be taken into cars and carried to any part of the United States or the Canadas. Of course, the facilities are just as well adapted for bringing goods from all parts of the country to this wharf for exportation. The convenience of these wharves, with

¹ August, 1845, lib. 525, fol. 98.

their tracks running to the sides of the vessels, and connected with all the roads radiating from Boston, is unequalled in any commercial city. The time and labor of loading, unloading, and reloading, as the goods are passed from one road to another on their way to the seaboard, and the vast expense thus incurred in the transfers, which, on some articles, takes away nearly all the profits, are, by this simple and efficient plan, all saved; and the importer, producer, manufacturer, and trader feel and improve the benefits which necessarily follow.

The premises now occupied by the Steam-ship Company under lease are six hundred and fifty feet in length and three hundred and fifty in width, containing two hundred and twenty-seven thousand five hundred square feet, and are the most commodious docks for their purposes in Boston.¹

The *Britannia* was followed every succeeding two weeks by the other ships of the line, the *Acadia*, the *Caledonia*, and the *Columbia*; and thus the first line of steam-ships was established between Old and New England, and from that glorious day, July 4, 1840, regular passages have been made to and from Liverpool and Boston every fortnight, with remarkable promptness and success, for eighteen years; and during that time only one ship has been lost, namely, the "*Caledonia*," on Seal island, swept there in a dense fog by an unusual and unaccountable current running into the Bay of Fundy. All on board, — the passengers, crew, baggage, and cargo, — were saved unharmed, and also every thing movable on board the ship, except the heavy parts of the machinery. During the seventeen years which have elapsed since the first voyage was made, two of the ships have constantly been at sea, on the inward and outward voyage, and not a single passenger has been harmed, nor a pound of his luggage lost, by the danger of the sea; and only in one instance has a general average been made on cargo, and that for about \$10,000.

¹ It has not been thought necessary to go into the minute details of the different conveyances of land, etc., such a particularity not being necessary to the narrative, nor interesting to the reader. Those who wish to examine critically can find some details in *Suffolk Deeds*, lib. 446, p. 217; 448, p. 14; 521, p. 289; 511, p. 102; 525, p. 93; 534, p. 62; 581, p. 66; 581, p. 68, etc.

From these facts it is evident that this line of vessels is under an admirable management, and a regular, systematic, and energetic control, which of necessity secures success. The ships are of the first class, most thoroughly sea-worthy, and fitted with every accommodation for the safety and comfort of the passengers; the commanders are men of experience and character, ambitious in their duties and responsibilities, and at the same time prudent; the discipline on board ship is excellent, and extends through every department of labor; the energy of the master is manifest in the crew; and the combination of all these qualities, as fully demonstrated in every voyage, has obtained for this line of ships a reputation for safety, regularity, and comfort, which is as extensive as it is well deserved.

There are various circumstances connected with steam communication between Boston and the old world, which have not had sufficient weight with the mercantile community. Boston has advantages for foreign and coasting trade over other seaports, which have not been improved to the extent that smaller facilities have been used in other places. The single point of distance is an important one.

The distance from Boston to Liverpool is shorter than from

Philadelphia to Liverpool,	by 370 miles.
New York to Southampton,	" 260 "
New York to Liverpool,	" 160 "

The distance from Boston to Galway is shorter than from

Philadelphia to Liverpool,	by 570 miles.
New York to Southampton,	" 460 "
New York to Liverpool,	" 360 "
New York to Glasgow,	" 280 "
Boston to Liverpool,	" 200 "
Boston to Belfast,	" 100 " ¹

By looking at these tables it will be seen that the ocean can be crossed, from Boston to Ireland, in from one to two days less time than by any other route; a fact which, in these days of time-saving and distance-saving, is of great importance to ship-

¹ These tables are from Lieutenant Maury, of the National Observatory, and consequently may be relied upon as correct.

pers. But with this fact in full view, it is apparent that in the traffic by ocean steamers we have not kept pace with the times. It is with steam traffic as with other branches of industry : no matter how small the trade may be at first, if of practical utility it will in time grow to great magnitude. The Cunard line is an instance. This line commenced alone in 1840, and in seventeen years we find fifteen lines of steam-ships trading between Europe and the United States, and all except three run into New York. Philadelphia has one line ; and Boston, with its single Cunard line, stands now as it did seventeen years ago, while at the same time it possesses advantages as a seaport, and in its railroads radiating to all parts of the country, superior to those of any other city.

This is not the place to discuss the commercial advantages of Boston, or the necessity of increased steam vessels to compete with the enterprise of New York and other cities. The valuable pamphlet of Pliny Miles, Esq., on Ocean Steam Navigation, treats this subject in an able manner and at length. Says Mr. Miles at the conclusion of one of his chapters :—

“ It requires no intricate statistical calculations to show, that, without ocean steamers, our trade is going into other hands, and departing to other shores. With a line of steamers to the West Indies to connect with lines running to South America, we should have a share of the traffic. The race is to the swift, and the battle to the strong. We must meet our competitors with their own weapons. Entering sailing vessels with modern steam-ships, and expecting to carry off the prizes won by active commerce, is like sending a Dutch lugger of the seventeenth century, armed with six-pounders, into battle with a British screw seventy-four, bristling with long Paixhans. The commerce of twenty years ago is not the commerce of to-day, and the sooner we carry our knowledge of that fact into practical effect, the better it will be for us.”

The business transacted by the means of the Cunard line of steamers running to Boston is immense, and continually increasing. For the last fourteen years these ships have been bringing cargoes to the enormous amount of \$15,000,000 annually, a success without parallel in the history of navigation, and making their trips with a regularity almost reaching a certainty. Long

may they continue their peaceful mission, shuttle-like, moving to and fro, and weaving a web of national intercourse and friendship, which should never be severed. The English are now our neighbors. We hear the news from London quicker and oftener than from some parts of our own country. Steam vessels have revolutionized the intercourse and trade of the world; annihilating time and space, they bind together the extremes of the earth, and promote the brotherhood of man. Commerce makes man acquainted with man, nation with nation; it renders one country in a measure dependent upon another, and thus promotes "peace, good-will to men." White sails, and the foam of the paddle-wheels, glisten on every sea; the enterprise of trade penetrates every river, and enters every port; education, religion, science, and the arts are carried from sea to sea and shore to shore, and thus is the world made wiser and better. Our own city of Boston comes in for her full share of the labor and the honor, and while she extends every year her commerce and varied forms of enterprise, and has a still greater sphere of action and influence in prospect, she will ever acknowledge her indebtedness to the foresight and well-directed efforts of the founders of the Cunard line of steam-ships.

A change in the proprietorship of the Steam-ship wharf, and in the agency of the company, has lately become necessary. The one third of the wharf owned by Mr. Lewis has passed into the possession of Messrs. D. & C. McIvor, of Liverpool, and the agency has been transferred from Mr. Lewis to Messrs. E. C. & I. G. Bates, of Boston. These changes have caused no interruption in the regular running and business of the steam-ships.¹

¹ To some of our readers the following table of the number of trips made, and the amount of duties paid, by the steamers, during the first twelve years, will be interesting and valuable:—

Year.	Trips made.	Duties paid.
1840	8	\$2,928.99
1841	21	73,809.23
1842	18	120,974.67
1843	20	640,572.05
1844	20	916,198.30
1845	20	1,022,992.75

GRAND JUNCTION RAILROAD AND DEPOT COMPANY.

On November 5, 1846, a letter was addressed to the East Boston Company by S. S. Lewis, Esq., representing that he was endeavoring to establish a great freight depot at East Boston. He had obtained control of the necessary wharf privileges, and of a branch railroad connecting the Boston and Maine with the Eastern Railroad, and thence with the proposed depot; the length of this branch was three and a half miles, and a length of three miles more, over a perfectly level surface, would unite it with the Lowell, Fitchburg, Worcester, and Western Railroads, and also with the proposed "Air-line" to New York; forming a grand junction of all these roads with the freight depot at East Boston, by means of which the valuable products of the Canadas, of northern New York, and of the great West, might come to Boston for sale and shipment; and by which

Year.	Trips made.	Duties paid.
1846	20	1,047,731.75
1847	20	1,199,971.78
1848	22	649,178.50
1849	22	961,708.51
1850	21	1,322,383.30
1851	23	1,805,059.30

A few additional statistics of one department of Boston commerce may be appropriately inserted in this connection.

The Canada imports *via* Boston from 1848 to the 1st of January, 1858, have been as follows:—

1848	\$28,420
1849	24,729
1850	108,967
1851	532,700
1852	1,709,953
1853	4,947,484
1854	5,178,911 ¹
1855	4,970,408
1856	4,787,336
1857	3,589,343 ²

¹ The propellers came to Boston this year.

² Portland competes for the business.

the importations of cotton, coals, plaster, etc., British manufactures, and emigrants for the Canadas and the West, could be readily transported to the manufacturing districts and the upper and distant countries.

The first outlay for this improvement would amount to nearly a million dollars. In consideration of this expenditure, and of the prospective advantages to the East Boston Company in the increase of business and the consequent advance in their property, he asked, in behalf of the Chelsea Branch Railroad, that the East Boston Company should grant sufficient land to build a double track along the south-east side of the Eastern Railroad, from Marginal street to the channel in Chelsea creek near the free bridge; and also grant the lot of land, with the flats and appurtenances thereto, near said bridge, marked "D" on the plan of East Boston, and valued in the catalogue at \$3,600; these donations of land to be on the condition that the branch railroad be constructed connecting the Eastern with the Boston and Maine routes within the time specified by the charter to be applied for. He thought that the East Boston Company could well afford to do this, if the proposed improvements should be made. The subject was referred to Messrs. Sumner, Ward, and Whitmore.

On November 20 this committee reported, that, in their opinion, the project of Mr. Lewis would be of great public utility, and particularly advantageous to East Boston; much more so than either the Eastern Railroad or the British steamship wharf, to both of which the East Boston Company had made large contributions; and, although a large part of the East Boston Company's land had been divided since those contributions were made, the committee thought that the direct and incidental benefits to its remaining property fully authorized the grant prayed for.

The committee, having viewed the ground, were of the opinion that the public convenience, as well as the objects of Mr. Lewis, would be better promoted by crossing Chelsea creek *below* or to the westward of the free bridge, than *above* it, and with less cost to the East Boston Company; in the first case, he would have to build two thousand feet less of road, and would not be obliged to purchase of individuals their separate lots, ex-

cept to a very trifling extent; at the same time the curve would be less, and the car depot 1,800 feet nearer to the depot commenced on the harbor. Among the direct advantages to the company would be, that the facility which it would give for filling up the residue of the company's low lands east of the railroad would raise the remaining lots to more than double their former value; and that the lands to be given for a car depot on the flats in the broad part of Chelsea creek, instead of on lot "D" (bounded by Byron, Bremen, Addison, and Chelsea streets), would make a difference in favor of the company of \$9,640.

This route, however, was not adopted, and on March 15, 1847, an agreement was made between the East Boston Company and Mr. Lewis to the following effect: The company granted to him, for the use of the Chelsea Branch Railroad Company, the right of way of forty feet wide over their lands at East Boston on either of the following routes:—

1. Commencing at the lot of land near Chelsea creek marked "D;" thence running to and across the Eastern Railroad; thence along the southerly side of said railroad to Marginal street, or as far westerly as the company's lands may extend.

2. On a line commencing at the above lot "D," thence running to a point at or near the north-west corner of the cemetery, and between it and lot No. 8 on the south-east corner in section 4; thence on the line extended so as to strike the southerly side of Cottage street at a point on the north-east side of Island street; thence along the side of Cottage street to a point at or near lot No. 125 on that street; thence under Cottage street to and across Marginal street to the proposed depot on the southerly side of the Eastern Railroad depot.

The company also granted to him, for the use of the branch railroad, the lot "D," with the flats before it extending from the free bridge to the railroad dam; to be taken possession of whenever the building of the road should be commenced, provided this be within three years; and on the completion of the road the company agreed to convey, by fee-simple deeds, the lot "D," with the flats and the right of way; the last subject to the provisions mentioned in the grant of the first right of way, with the additional one that the road across the basin in East Bos-

ton should be made solid within three years from the time of building the road. In consideration of these agreements, Mr. Lewis released the East Boston Company from the grant of lands and right of way voted to him, November 20, 1846.

The railroad company selected the first-named route, locating the road on the south-eastern side of the adjoining Eastern Railroad.

The wharf lands and water lots extended from the premises of the Eastern Railroad south-easterly on Marginal street 1,650 feet, running out to the harbor commissioner's line. In July, 1847, these were conveyed to the Grand Junction Railroad and Depot Company, which was incorporated by the Massachusetts legislature in the same year. Since then they have filled up a tract of land of about thirty-three acres, or 1,465,920 feet, by removing earth from Chelsea by railroad; have constructed a permanent sea-wall some six hundred feet from Marginal street, and have built eight pile wharves extending from it about three hundred feet to the harbor commissioner's line. The wharves are about seventy-five feet wide, with a dock between each (of the same width). Between Marginal street and the sea-wall most of the flats have been filled up; making 1,058,251 feet of land, 183,195 feet of oak piers or wharves, and 244,474 feet of docks. This property has been valued by competent judges at about a million and a half of dollars, and is continually increasing in value.

In 1850, Mr. Lewis purchased for the Grand Junction Railroad Company the two wharf lots numbered 1 and 2 in section four, between the Chelsea free bridge and north-east line of water lot No. 3, for forty-five dollars the running foot, for ten per cent. down, and the remainder in six months with interest. In case a railroad track should be laid across the bridge or Chelsea street to the land or wharves south-westerly from the bridge, it was not to be used with steam power, and was to be provided with gates and kept free from obstructions, with the usual restrictions as to a ferry.

In 1851, the deed of block "D" was given to the railroad company, including all the flats in front of it lying north and east of Addison street to low-water mark, or as far as the law

allowed, between the Chelsea free bridge and the Eastern Railroad. The time for building the road was also extended, not to exceed four years from March, 1851.

The expectations of Mr. Lewis twelve years ago seem to be in progress of realization. The advantages of receiving and transporting merchandise at these wharves are superior to those of any other locality. The largest sized vessels can discharge their cargoes directly into cars for immediate transportation to any part of the country, or into the ample warehouses for storage; and the cars, coming in with the various produce of the land and sea, can be unloaded directly into the vessels; this saves the whole expense of truckage, a very important item. This advantage, in connection with its excellent wharves, must secure to the road a large and ever-increasing business.

In addition to the bonded warehouse, used chiefly for the storage of goods received by the Cunard steamers, there are upon the wharves two large warehouses, each 300 feet long and 52 feet wide, filled with the various articles of northern and southern produce. About sixty loaded cars arrive daily; a short time since, according to the East Boston Ledger, there arrived in one day from Chicago 900 barrels of beef and twelve barrels of eggs, which were immediately shipped to New York. What greater proof could be desired of the advantages of this road than this fact, that Chicago finds it cheaper and more expeditious to send its New York freights by way of the Grand Junction Railroad, than to take the more direct route with its many unloadings and its expenses of truckage? The largest East India cargoes ever received in Boston have been discharged at these wharves; six or eight large ships at a time may be loading or discharging their cargoes here. Means for enlarging and facilitating the business of the road are constantly increasing, and a new storehouse has recently been erected, 220 by 30 feet, capable of storing 40,000 bushels of salt and grain.

The connection of all the principal roads with East Boston seems to make our city the natural port for the shipment of the goods and produce of New England and Canada. If the Grand Trunk Railway from Portland to the Canadas comes into the hands of the Grand Junction Railroad Company as has been contemplated, the trade from the great North-west

must be secured to the metropolis of New England. In any event, East Boston cannot fail to be the centre of an immense shipping and forwarding business, from the establishment of the Grand Junction Railroad within its limits.

The "Depot No. 1," so called, on Marginal street, is now valued at over a million and a half of dollars. It embraces about 33 acres, containing large and substantial storehouses, which are always well filled. The income derived from the bonded warehouses, transportation, and wharfage, and the rent of their piers to the Eastern, Worcester, and other railroads, was, in 1854, over \$50,000, and now is considerably more than this, and sufficient to pay all expenses and the interest on their debt. The "Union Road," so called, was united by the legislature of 1854-55 to the Grand Junction road. The "Depot No. 2" is near the bridge, on the shore of Chelsea creek, on block "D," and, with the flats adjoining, is estimated at over \$300,000. This accommodates the increasing business of that portion of East Boston and Chelsea, especially that in ship timber, without encumbering the grounds at the principal depot. The road is nine miles in length, and nearly encircles the city, terminating at its intersection with the Boston and Worcester Railroad in Brookline; and it is in no part more than three miles distant from State street.

As to the prospects of this company, it may be said that the principal depot is worth more than the whole cost of the investment. With the unrivalled advantages enjoyed by East Boston for commercial, manufacturing, and mechanical operations, and the rapid development of its resources, it is beyond a doubt that the property will constantly increase in value, and soon be among the most desirable in the city.

Such are the designs and purposes of the Grand Junction Railroad and Depot Company, one of the most extensive and apparently lucrative plans in all respects which were ever undertaken in this country. But the project has been greatly retarded and put back in its development by the unfortunate position in which all the interior railroads are pecuniarily involved, it having been part of the original plan to unite all these roads in Boston upon these deep water premises, and to lease permanently to each, portions of the same premises, for doing their

business thereon, and making their own improvements in depot buildings and warehouses, and thus save the Grand Junction Company the cost of the outlay. This being understood at the beginning of the enterprise, no capital was provided for the purpose of covering the premises with buildings, and to this fact may be attributed the present want of success. With the requisite warehouses and buildings upon the premises to accommodate both the commercial and railroad requirements, there could be no better or more productive property in Boston; it is, therefore, only a question of time, and sooner or later we shall be sure to see it clearly the great railroad shipping depot and commercial entrepot of the city. Especially is the importance of this great work seen, when we take into view how vastly the interior or agricultural portion of the country exceeds the seaboard. The one with its millions of fertile acres constantly augmenting the amount of its productions; while, on the other hand, our shipping and harbor accommodations are already developed, and their extent and capacity not only measured, but absolutely limited, and mostly improved.

These apparent elements in the future commercial progress of the country, we have reason to believe, have been heretofore generally overlooked and disregarded. But the time is coming, and in our view may be seen in its advancement, when Boston and New York, with all their harbor capacity, all their enterprise, and all their energies, will afford no facility for the business of the interior that will not be called into requisition. Boston must, then, possess herself of those advantages, without which she will ultimately fail in her ambition to become a great commercial emporium.

FIRE DEPARTMENT.

As early as the commencement of 1835, the citizens of East Boston thought that the safety of the place demanded that a fire engine should be placed there. Mr. Guy C. Haynes therefore prepared the following petition, obtained the requisite signatures, and presented it in January of that year "to the Honorable the Mayor and Aldermen of the city of Boston."

“The subscribers, residing at East Boston, respectfully represent, that during the past year there have been erected at East Boston, and are now in progress of finishing, about fifty dwelling-houses and other buildings, including a large and commodious hotel, an extensive and costly sugar refinery, a foundery, and an iron ware manufactory, a neat and convenient school-house, ship-yards, and smitheries. That there are now about twenty-five families, and extensive contracts have been made for erecting, as soon as the season opens, dwelling-houses, workshops, and other accommodations for a rapidly increasing population.

“Your petitioners are now ready to form themselves into a company to take charge of an engine, and most respectfully request that the mayor and aldermen would place under their charge an engine for the purpose of rendering the assistance that may be required, should they unfortunately be subjected to the calamity of fire ; and as in duty bound will ever pray.

“GUY C. HAYNES,

“JOHN PIERCE,

“SETH E. BENSON,

“JONAS BESSOM, and others.”

In aid of this petition, General Sumner offered a lot of land for the purpose of building a house, as a donation ; providing, however, that there should be erected thereon a brick building, to be used for no other purpose than for the appropriate uses of the fire department of the city of Boston, the dimensions of the building being specified in the deed.

The petition met with a favorable reception, and on the 15th of January a meeting was held at the house of George O. Hagar (innholder) for the purpose of organizing an engine company. Of this meeting Guy C. Haynes was chosen chairman, and Benson Clock, clerk ; and it was the first meeting of the citizens of East Boston ever called for any public purpose. It was fully attended not only by the members of the company, but by the citizens generally, who felt a great interest in having an engine placed upon the Island.

The officers elected were, Theodore C. Allen, foreman ; F. A. Bailey, second foreman ; Daniel French, third foreman ; Albert Benson, clerk ; B. F. Spooner, foreman of the hose ; John

Pierce, treasurer; Guy C. Haynes, Benson Clock, and George O. Hagar, committee. The company consisted of fifty-one members with their officers; and on the 26th of January the company marched to Boston and received from the city an old engine, called "Gov. Brooks," No. 11, and returned with it in the steamboat "Tom Thumb." A carpenter's shop belonging to the sugar refinery, and situated on a wharf south of the refinery, was used for an engine-house during the winter.

In 1836, the city erected in Paris street a handsome brick and granite engine-house, two stories high, and of the same style as the double engine-houses in the city proper. The lot on which this house was built contained 2,500 square feet, and was part of the four acres ceded to the city for public purposes by the East Boston Company, according to a provision to that effect in their charter. Some difficulty arising as to the choice of a foreman of the company, for a time the engine was manned by citizens; but, in the fall of 1837, an organization was effected by the choice of Hiram Bird for foreman, R. P. Morrill, assistant, and S. Keen, clerk. The first fire after the incorporation of the East Boston Company was in a small building used for heating water, and situated at the south-westerly end of Maverick square. This was burned in the autumn of 1833. The second fire was that of a dwelling-house belonging to the Malleable Iron Company, situated on the corner of Meridian and Eutaw streets, on the 1st of May, 1836; the building was repaired for a trifling sum. The third fire was on the 23d of November, 1837, in a small building on Webster street, used by Mr. John Flower for making varnish. The fourth was in an unfinished house on White street, on Sabbath noon, 19th of May, 1838. The fire was probably the work of an incendiary, and a strong southerly wind prevailing, it burned very quickly. As the distance from the engine-house was about a mile, and the hill steep, the engine did not arrive at the scene of conflagration until the building had nearly burned down. A new house, nearly finished, on the same spot, was blown down; it was rebuilt and nearly finished outside, when it was blown down a second time; after this, it was not rebuilt. Thus it appears, that, during the first five years of East Boston, only five fires

occurred; in this respect, the East Boston Company were peculiarly fortunate. Experience at a fire, which broke out in a building used for the manufacture of turpentine, in August, 1838, proved that the engine was wholly unserviceable; and great dissatisfaction was manifested toward the city government for not furnishing a better one. Frequent meetings of the company were held, votes to disband were often passed and as often rescinded, until at length Capt. Barnicoat, then chief engineer, put an end to the affairs of the company by placing a padlock on the door of the engine-house. The citizens then took the matter seriously in hand, and presented a petition for a new engine, which was granted. The new engine, built by Hunneman, called "Maverick," and numbered eleven, was placed in the house in February, 1839, and the new company was organized on the 28th of the same month, with Eleazer Johnson as foreman. This company received the same salary as the department in the city proper, and they turned out at all the alarms in the city, but did not go over, unless the fire was in sight and appeared to be large. Says a humorous newspaper writer in the *Fireman's Advocate*: "This company was composed of three styles of men. The first were old men, with excellent judgment regarding distances of a fire; the second were middle-aged cripples, exceedingly smart, and wanted to go to every fire; the third were young men, but uncommonly lazy. At every alarm the engine was taken out and carried to the corner of Paris and Sumner streets. At that time the southerly side of Sumner street was high-water mark, and as there was but one wharf built out from the street, the view of Boston was but very little obstructed. After having stepped on the above-named corner, the three parties would take their respective stations; then came the tug of argument. The old ones would immediately argue that the fire was either in Charlestown or Cambridge, if in that direction; or, if in the other, it was in Roxbury or Dorchester, in their opinion, coupled with the remark that 'fire is awful deceptive.' The cripples would contend that the fire was near the ferry, and stick to it until the young ones would join the old ones, and give it as their opinion that they had all better go into Kendall's, take a drink, and then take the tub home, to which all parties would

agree, and immediately repair to the bar-room and take something, after which they housed the engine.

"It was always a noticeable fact, that there were more members present at roll-call than at any other time during an alarm.

"This company chose officers at every quarterly meeting; and it was almost a sure thing that Eleazer Johnson would be unanimously reëlected, notwithstanding the assertion of more than one half of the company that they would not vote for him on any account."

On the 11th of March, 1840, the city government passed an order which gave perfect satisfaction. By it the salary of the company was reduced to one half the sum paid to the companies in the city proper, and they were not required to come out at alarms in Boston, except in case of a large fire and by order of an engineer.

At a meeting of the company on the 7th of September, 1840, John N. Devereux was chosen foreman, and nothing transpired worthy of note until January, 1841, when the following order was received from Capt. Barnicoat.

"Engineer's Office, City Hall, Jan. 19, 1841.

"To the Officers of Engine Company No. 11.

"GENTS.,— You are hereby notified to give notice to your company, that, in case of an alarm of fire in the city, they must assemble at the engine-house, and, should you see a light or fire that in your opinion would warrant your coming, you will proceed with all possible despatch; but in no case to leave after eleven o'clock, P. M., unless sent for by an engineer. You will also have the roll called at all alarms. WM. BARNICOAT,

"Chief Engineer Boston Fire Department."

By this order, the duties of the company were restored to what they originally were, but the remuneration was but one half the amount previously received. The company naturally objected to this, and, after having become satisfied that it was impossible to have the pay restored to its former amount, disbanded, on the 26th of May, 1841, and delivered the engine to the board of engineers.

It was with considerable difficulty that another company

could be found to take charge of the engine after the disbanding of the Maverick engine company; but, on the 17th of June, thirty men having signified their intentions to do fire duty, a company was organized with the choice of Levi Whitecomb as foreman, John Bachelder, assistant, and F. A. Mason, clerk. A new constitution and by-laws were adopted, and the company entered upon their duties under favorable prospects. There were no fires of importance after the organization of this company until the 26th of January, 1842, when the Eastern Railroad Depot was burned. The fire commenced about eleven o'clock in the morning, and the company was not dismissed until six in the evening. Some of the members thought this was too severe service, and, considering that they were receiving only two cents an hour for the labor they rendered the city, quitted the fire, leaving the engine on the wharf. At the next meeting of the company, twenty members were discharged for neglect of duty, leaving the engine at a fire, and insulting the foreman.

It will be new to most of our readers to learn that a statue was ever erected to the memory of Samuel Maverick, yet such is the fact! A brass image of the old royalist was placed on the front of the branch work of the engine, at considerable expense to the company, but one night it was stolen. Great excitement followed; different individuals were accused of the theft, and several search-warrants were issued and served, but the "brazen image" could not be found. Several years after the theft, some boys, who were playing on the third section, found the lost image, the rain having washed the dirt from the place where it had been buried. It never found its way back to the Maverick company, but is now in the possession of a club called the "East Boston Soclers." The company deserve credit for their praiseworthy effort to perpetuate in brass the name of Maverick; and although their experience has taught them that the image may be lost, yet a record of the life and deeds of the first grantee of Noddle's Island will prove a more enduring monument to his memory than brass or marble.

After the lapse of three months, the company was again full, and on the 7th of March, 1842, a meeting was called for the election of officers for the ensuing six months. Thomas French

was elected on the first ballot, and declined the office; on the next ballot, A. S. Foss was elected, and accepted. Levi Whitcomb, the former foreman, displeased at his rejection, immediately took steps to have another engine and company on the Island, and in the following August he procured from the city an engine called the Old North (soon exchanged for Washington, No. III.), which he numbered "I." and proceeded to organize a volunteer company; of which, says the newspaper writer before quoted, "Levi Whitcomb was chosen foreman, and Levi Whitcomb for assistant, and Levi Whitcomb for clerk, steward, and standing committee." The engine was housed in a building belonging to her officers, located on lot 73, Saratoga street, near Central square.

There were numerous fires during the winter of 1842 and the spring of 1843, and the citizens came to the conclusion that another engine was needed, and that the fire companies should be rewarded for their services. On petition of the company, pay was granted to No. I., and the number changed from I. to XIX., and at the new organization of this company, Samuel Pingree was chosen foreman (1846). Capt. Seaver soon succeeded him, and the company was reorganized by the city.

The increasing number of fires on the Island incited the citizens to make exertions to procure additional means of security, and, in aid of the petition of Alfred Holmes and others, they petitioned the city for another engine on the volunteer plan. This was granted, and a small engine called the Eliot, formerly used by No. XV., was sent over, and a new company organized under the name of "Protection, No. IV.," composed principally of old firemen who had previously belonged to different companies in the city. They took a great interest in the matter, and soon brought about a manifest improvement in the condition of the fire department of the Island. This was the third engine on the Island. About the same time Capt. William Hunt formed a company, which took charge of the hook and ladder carriage. A new engine-house was built the same autumn on Meridian street, near Central square, and No. XIX. was placed there immediately after the building was finished.

In 1846, it was thought by the city government that an assistant engineer was needed, and Thomas French, a resident

of the Island, was appointed. This was an admirable selection, and gave universal satisfaction. Upon the death of Mr. French, Anson Elms succeeded him as engineer. Previous to this appointment he had filled the office vacated by the death of Alfred Holmes.

In 1851, "Hydrant Company, No. VI." was formed from engine company No. IV., and the engine company was disbanded. This brings the record up to the formation of "Webster Engine Company, No. XIII.," Captain Joseph H. Bates, an old and experienced fireman. On the 7th of June, 1855, a new engine took the place of the "Old North." This was called the "Dunbar Engine," in honor of the Assistant Engineer, Joseph Dunbar.

It is not expedient, in such a work as this, to detail the subsequent transactions and changes in the fire department of the Island. These are all of recent date, and of no particular interest to the reader. As now organized (1858), the 7th district (East Boston) department is as follows : —

No. 9, Maverick Engine, Sumner street, John P. Somerby, Foreman.

No. 10, Dunbar Engine, Central square, Joseph Baker, "

No. 13, Webster Engine, Chelsea street, Thomas B. Tilton, "

No. 2, Washington Hook and Ladder, Paris street, Charles Simmons, Foreman.

No. 6, Deluge Hose, Paris street, Joseph Barnes, Foreman.

CHAPTER XVII.

CHURCHES AND SCHOOLS.

THE existence of a Baptist church at Noddle's Island, from 1665 to 1679, has already been described at length. From the latter period, more than a hundred and fifty years passed away before the new impulse of the plans already delineated brought together a population whose religious wants caused the formation of the churches now existing.

ORTHODOX CONGREGATIONALIST.

Maverick Church.— On July 23, 1835, Rev. George W. Blagden commenced evening religious meetings in East Boston, in a small school-house on Paris street, a little below the end of Hotel, now Henry street.

In the autumn of that year was made the first movement towards the establishment of a church, by the gathering of a few persons for prayer in a private house near the corner of Sumner and Bremen streets; this house was built by Mr. John Peirce, and was the third house erected on the Island. In the spring of 1836, the place of meeting was changed to the house on the corner of Princeton and Meridian streets, where the Rev. William M. Rogers preached the first sermon. Rev. Seth Bliss and other clergymen came over after the afternoon service, and preached in this house. On the 31st May, 1836, a council met at the house of Aaron Ordway (on Sumner street, between London and Liverpool streets, now numbered 72), and a church was organized, consisting of four males and six females. It was called the "First Congregational Church in East Boston." It was next resolved to build a chapel. The

use of the land was given by one of the members, and in one month the chapel was completed. It was in Maverick street. The late venerable Dr. Woods of Andover, on July 3, 1836, preached the first sermon in the chapel, and administered the communion to the infant church for the first time. Six additional members were then admitted. Christians of other denominations attended the services in the chapel, and there was laid the foundation for those feelings of Christian kindness which have ever characterized the different denominations in East Boston.

The chapel being found too small to accommodate the rapidly increasing society, after much deliberation it was concluded to build a church at a cost of about \$7,000, and, in December, 1836, the work was commenced. The East Boston Company generously gave 11,000 feet of land for the site of the edifice; in June of the same year, the superintendent had been authorized to expend \$150 towards defraying the expenses of public worship on the Island for that year, without regard to sect. The lot given by the company was on the corner of Porter street and Central square; this was exchanged with Mr. B. F. Butler for a more convenient lot on the corner of Maverick and Havre streets. The church was erected April 13, 1837; and on the 19th of July the house was dedicated, and Rev. William W. Newell was installed as pastor.

The society procured a new organ at a cost of \$1,000. At the time of Mr. Newell's installation the church numbered twenty members; his ministry continued four years, during which time fifty-five members were admitted. In 1838 the name of the church was changed to that of the "Maverick Church and Society," in accordance with a vote on the 7th July, 1837. Aside from the fact that Samuel Maverick was an Episcopalian, this name is very appropriate; the compliment to the first settler on the Island is in every respect a worthy one, and the members of the church can look back with pleasure and pride to the sturdy royalist and firm Episcopalian, whose name their flourishing church and society are destined to perpetuate. In 1839, James W. Gerard, Esq., of New York, presented the society with a bell.

On May 9, 1841, Mr. Newell was dismissed at his own re-

quest, on account of ill health; and on March 2, 1842, Rev. Amos A. Phelps was installed as the second pastor. Mr. Phelps was discharged by request in May, 1845, and was never again settled. During his ministry forty-nine members were added to the church. He left on account of sickness, and died in about two years afterward. In the mean time the society had so increased that it became necessary to erect a larger church. Accordingly, at a meeting of the proprietors, January 24, 1844, it was voted to sell their house and land; a committee, consisting of Messrs. Lovejoy, Haynes, and Butler, was appointed, who deeded the house and land to the Catholic bishop, Benedict Fenwick, to whom possession was given February 1, 1844. This committee made arrangements with Col. Messinger, of the Maverick House, to hold the meetings of the society in the Maverick hall until a new church could be built. Feeble as the church was, the work was prosecuted with great vigor and with considerable personal effort.

A lot of land was purchased on the corner of Sumner street and Maverick square; and on August 2, 1844, the corner-stone of the present commodious edifice was laid. On the 10th of November the society began to worship in the vestry of the new church, and the church itself was dedicated February 13, 1845. The cost of the church and land was about \$30,000.

On the 1st of January, 1846, a new bell, weighing 2,200 pounds, and the first and only public clock (having four dials), were placed in this church; the entire cost of the bell and clock, about \$1,100, was obtained by private subscriptions, principally through the exertions of Benjamin Lamson, Esq.

After Mr. Phelps left, the church was without a pastor for a year and a half. On the 19th of November, 1846, the Rev. Robert S. Hitchcock was installed; he was dismissed at his own request, by reason of ill health, November 1, 1850; during his ministry ninety-two members were added to the church. He was next settled in Baltimore, Maryland.

Rev. Rufus W. Clark was installed December 3, 1851; from this time to March, 1855, 183 members were added to the church. The church then numbered 308 members, there having been connected with it from the beginning 416 members. About three hundred families are now connected with the church

and society; the church, on the 1st of January, 1858, had 377 members, and the congregation numbered eight hundred persons. This society has contributed liberally to benevolent objects. In 1849 the contributions amounted to \$459; in 1852, to \$836; in 1853, to \$946; in 1854, to \$1,204; in 1855, to \$1,578; in 1856, to \$1,402.

The Rev. Mr. Clark, to whose efforts this church is much indebted for its great prosperity, was, at his own request, dismissed, on the 8th of April, 1857, very much to the regret of his church, congregation, and society in general. During his ministry at East Boston, 275 persons were added to the church. A few days subsequent to his dismissal, he was installed in Brooklyn, New York, over the South Congregational church.

UNIVERSALIST.

Webster Street Church.—The first meeting of the Universalist society was held in the hall of Mr. Pollard, March 18, 1838. On September 8, 1839, the society removed into the old bath-house, which had become vacant from the Lyman school having taken possession of their new building. December 7, 1842, the corner-stone of their church, on the corner of Webster and Orleans streets, was laid; the church was dedicated July 6, 1843, Rev. S. Cobb being the pastor. It was occupied by the society for a short time only, and was afterwards used by the Unitarians; it is now occupied by the Universalists again. Financial troubles caused the society to sell their church, and it finally fell into the hands of Stephen Locke, Esq., and is now owned by his widow.

The society removed to Jones's hall, Lewis street, which was appropriately fitted up for the purpose. The Rev. A. St. John Chambre was installed pastor, October 8, 1853. Mr. Chambre remained with the society till June, 1855. His successor, the Rev. J. S. Barry, occupied the pastorate about a year. In April of 1856 the society removed again to the Webster street church, where they now worship under the ministry of Rev. J. W. Talbot.

BAPTIST.

Central Square Church.—The first meeting of this society was on October 22, 1843, in Jones and Lombard's hall, on Lewis street. Public services were immediately commenced, and Rev. Hiram A. Graves was engaged to supply the pulpit for one year. Measures were taken to form a church, and in 1844, August 14, articles of faith and a covenant were adopted, and the church was formerly recognized by a council, November 7 of the same year. Mr. H. A. Graves's health being feeble, he was succeeded by his father, Rev. Joseph M. Graves.

The hall, which had been fitted up at an expense of nearly \$600, was totally destroyed by fire early on the morning of January 14, 1845. The next Sunday the society worshipped in Maverick Hall, where they remained for four months; in consequence of the demolition of the building, they again removed, and were accommodated by the Maverick society with a convenient place of worship for three months, until a new hall was erected on the former site.

Mr. Graves sent in his resignation, June 7, 1847, which was accepted, and he removed to Methuen. For six months there had been no pastor, when Rev. Miles Sanford, recently of Chicago, Illinois, was invited to become such; he was installed December 26, 1847. On August 19, 1849, a new chapel in the Winthrop Block was dedicated. Before the last removal the "free-seat" system had been tried, but without giving satisfaction; on entering the new chapel the usual method of renting the pews was resumed. Mr. Sanford closed his connection with the church in January, 1851, and accepted a call from Gloucester. After an interval of five months, Rev. James M. Sykes, the present pastor, then of Chelsea, accepted the pastorate of the church, and commenced his labors, July 1, 1851.

After much agitation of the subject, the society concluded to build a church, and, having raised a subscription of \$16,000, on May 18, 1854, the corner-stone of the new church was laid; in September of that year they commenced worship in the basement. The house was publicly dedicated on the 4th of April, 1855. It is built in the Lombardic style of architecture, having

its tower apart from the main building, and surmounted by a spire 150 feet high. It contains 118 pews, and is in all respects well adapted to the wants of the society. The entire cost of the land, building, and furniture, was about \$28,000. It is a very handsome structure, and is situated on Meridian street, near Central square.

METHODISTS.

Methodist Church.—The first meeting of the Methodist Society was in a wardroom of the Lyman school-house, on the 29th of September, 1839, and the first minister was the Rev. Mr. Davenport. The Rev. J. W. Merrill officiated during a part of the year 1841. During the year 1842, a small one-story wooden meeting-house was built on the corner of Meridian and Paris streets, costing, with the land, \$2,600. This building, which is now used for a city school-house, was dedicated on the 4th of January, 1843. Rev. Daniel Richards was next appointed by the conference, and labored one year. The next minister was the Rev. David H. Merrill. He was succeeded by Rev. Joseph A. Merrill, who remained with the society until 1845. His successor was the Rev. Joseph Whitman, under whose labors a very extensive revival was enjoyed. The society was now increasing very rapidly, and a larger church was needed. During Mr. Whitman's ministrations, which continued two years, the present brick building was erected, at a cost of \$18,000. The corner-stone was laid on the 4th of November, 1846, and the church was dedicated on the 26th of May, 1847. It is seventy-three feet long by forty-eight feet wide, with galleries, and will seat about seven hundred people. The location is good, being at the junction of Meridian, Havre, and Decatur streets.

Mr. Whitman was succeeded by the Rev. Henry E. Hempstead, who was followed by the Rev. James Porter. His successor was the Rev. C. S. Macreading, who was followed by the Rev. Lorenzo R. Thayer. The present pastor is the Rev. Daniel E. Chapin.

The church is now in a very prosperous condition, numbers

one hundred and sixty-one members, and has a flourishing sabbath school of two hundred and fifty pupils.

Bennington street Church. — The growth of this part of the city, and the impossibility of accommodating all who desired seats, rendered it expedient to form another congregation. Consequently, a second Methodist church and society was organized in May, 1853, principally by individuals who belonged to the Meridian street Church, and is now progressing under favorable auspices. The Rev. Chester Field was the first pastor; he continued two years, and was succeeded by the Rev. R. W. Allen. Rev. N. D. George is the present pastor. The church now numbers (May, 1858) about one hundred members; has a large and flourishing sabbath school, and flattering prospects of success.

They have not yet erected a church edifice, but worship in Central Hall on Bennington street, owned by Gen. Sumner, which they rent at \$400 a year.

EPISCOPALIANS.

St. John's Church. — This society was organized on the 25th of November, 1845, and consisted of seven members, two males, (John Watson and William H. Calrow), and five females. They commenced worship in October, 1845, and their first meetings were held in a small store under Ritchie Hall, where they were continued until 1848, when they removed to a more convenient room directly over the hall, which they occupied until June, 1852.

This society has been singularly unfortunate in its church edifices. They laid the corner-stone of a new church on the corner of Paris and Decatur streets, on the 11th of November, 1850; the house was erected soon after, but was blown down on the 23d of December. It was erected the second time about the middle of January, 1851, and, on the 16th of April following, in a violent north-east storm, accompanied by the highest tides ever known at East Boston, it was again blown down. It was in this storm that the iron light-house on Minot's Ledge, off Cohasset, was carried away, and two lives lost. During the

year the church was put up a third time, and in June, 1852, they commenced worship in the vestry, the upper part being then unfinished.

To remedy some previous informalities, the society was reincorporated on the 23d of June, 1850.

The Rev. N. G. Allen officiated for a time, but resigned the charge in the spring of 1853. In August of that year the rectorship was accepted by the Rev. John Irwin, formerly incumbent of St. Thomas's Church, Montreal. At the time of his acceptance, the church edifice was unfinished, and the society was incumbered with a debt of nearly \$3,000. This debt was paid off chiefly by the kindness of members of Trinity and St. Paul's churches of Boston, and the building was consecrated, free from debt, on the 13th of November, 1855.

The Rev. John Irwin resigned the rectorship on the 12th of April, 1857. On the 6th of September, 1857, the Rev. Samuel John Evans, of the diocese of New Jersey, succeeded the Rev. Mr. Irwin. The parish is now in a more flourishing condition than it has been for some years. A deeper religious sensibility than hitherto, prevails, and harmony of feeling and action pervade the body.

During the present season a debt of nearly three hundred dollars has been paid, through the exertions of the Ladies' Sewing Society and others connected with the church.

The number of families is about	66
Number of sabbath school scholars enrolled on the list, .	166
Number of teachers in the sabbath school	20

The officers for 1858 are these: Wm. H. Munroe and Daniel Byron, wardens; Jesse Hanford, Charles F. Gardiner, Thomas Cassidy, Ruggles Slack (since deceased), Henry Jones, Wm. H. Calrow, and Wm. H. Thorndike, vestry; John Watson, treasurer; and Robert R. Kent, clerk.

UNITARIANS.

Unitarian Church. — The first preaching in East Boston was by ministers of this denomination.

The first meeting of the Unitarian Society took place in Ritchie Hall, on the 14th of September, 1845; although occa-

sional meetings had been held previous to this time. No clergyman, however, was regularly settled until 1847, when the Rev. Leonard Jarvis Livermore received a call, and was ordained on the 24th of March of that year. During this month the society moved from Ritchie Hall to the Webster street church, originally erected by the Universalists, and now occupied by them. Mr. Livermore voluntarily resigned on the 21st February, 1851; and the society continued about a year without a settled minister. During this time it was very small in numbers, discouraged in feeling, and feeble in condition. At one period, indeed, it nearly approached extinction, and was only saved therefrom by the vigorous exertions and self-sacrificing spirit of a few devoted members.

Several candidates for settlement preached during the year 1851, among whom was the Rev. Warren H. Cudworth, who, on the 7th of December, 1851, received a call to become the pastor of the society, and, on the 17th of March, 1852, was duly ordained in the Maverick church, the use of which had been generously proffered for the occasion by the standing committee of that society.

The ordination exercises were participated in by Rev. Messrs. Miles, Francis, Holland, Mussey, Harrington, King, and Bowen, were well attended, and gave very general satisfaction.

On the 1st of February, 1852, the society ceased to worship in the Webster street church, and removed to Ritchie Hall, on the corner of Henry street and Maverick square, in which their first meetings were held.

While here its growth was so constant and encouraging that measures were entered upon to secure the erection of a church edifice. These efforts were crowned with success, and, on the 29th of December, 1852, the church situated on the corner of Maverick and Bremen streets, and now occupied by the society, was dedicated to the worship of Almighty God.

The subjoined account of the dedication exercises, and of the church itself, is taken from a report published the next morning in the Boston Journal:—

“The services were introduced by a voluntary on the organ, after which an invocation was offered by Rev. Artemas B. Mussey. The choir then sang in an excellent manner the

anthem, 'O give thanks unto the Lord, call upon His name,' etc. Selections from the Scriptures were read by Rev. James I. T. Coolidge, after which Rev. Frederick D. Huntington, in a very eloquent and affectionate address, extended to the new church the 'salutation of the churches,' in the course of which he defined the Unitarian belief, and most tenderly and eloquently exhorted the members of the church to make it a living, fruit-bearing branch of the true vine.

"A hymn of dedication was then sung, after which the sermon was preached by the pastor, Rev. Warren H. Cudworth, from the text recorded in 1st Chronicles, 29th chapter, 14th verse — 'Who am I, and what is my people, that we should be able to offer so willingly after this sort? for all things come of thee, and of thine own have we given thee.' The sermon was an able production, and appropriate to the occasion. At its conclusion a prayer of dedication was offered by Rev. Calvin Lincoln. Another hymn followed, after which Rev. Mr. Huntington offered the concluding prayer. The services then closed with the anthem, 'How holy is this place!' and a benediction.

"The church is a neat modern structure, painted white, and ornamented with green blinds, giving the exterior a pleasant appearance. It is sixty feet long by forty-four feet wide. The basement is divided into a vestry forty-three feet by twenty-five, and a 'parish parlor,' neatly fitted up with carpet, chairs, sofas, tables, engravings, etc., where social and church meeting and Bible classes convene. It will seat from fifty to one hundred persons. These rooms are so located as to be easily connected by folding doors, which it is the intention of the society eventually to do. The main entrance to the church is from Maverick street. On crossing the threshold, the worshipper enters the vestibule, which is circular in form, and is twenty-five feet wide. From the vestibule, stairs lead on each side to the floor of the church, which is raised six feet above the floor of the vestibule. The floor of the church is $43\frac{1}{2}$ feet by $58\frac{1}{2}$. There are sixty-two pews, divided by side aisles, and capable of comfortably seating four hundred persons. The pews are painted a light drab, and furnished with a mahogany cap and arm, are constructed without doors, and are furnished with cushions, covered with crimson damask. The church is neatly

carpeted, and lighted with gas. The furnishing was done by the ladies of the society, who certainly deserve much credit for the neat manner in which the work is executed.

"The pulpit is of mahogany, swell front, with columns, and is much lower than pulpits generally are constructed,—a commendable feature, inasmuch as it brings the minister down among the people, and tends to remove the distance, which is too often felt to exist between him who ministers at the altar and those who worship before it. The orchestra is in the rear of the pews, directly over the vestibule, and is raised four feet above the floor of the church. It is ten feet deep by thirty feet in breadth, and is furnished with a superior organ. On its front is a clock, surrounded by gilt scroll work.

"The interior walls of the church are seventeen feet high, and are very handsomely ornamented with fresco panel work. The ceiling is tastefully ornamented with a centre piece of fresco work. The rear of the pulpit is also very prettily frescoed, and has the inscription—

" 'The Lord our God is one Lord.'

In the centre of the panel work, on the right of the pulpit, is this inscription:—

" 'Thou shalt love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and with all thy strength, and thy neighbor as thyself. There is none other commandment greater than these.'

And on the left the following:—

" 'Let your light so shine before men that they may see your good works, and glorify your Father which is in Heaven. Love your enemies, bless them that curse you, do good to them that hate you, and pray for them who despitefully use you.'

"The paint is impervious to water, and is the first of the kind used in the city. The entire cost of the edifice and land is about \$8,500, which is very moderate, considering the excellence of the location, and the neatness, beauty, and convenience of the structure.

"The church and society have now a place which they can call their home, and a pastor to watch over their spiritual interests in whom they are united, and whose heart is warmly en-

gaged in the noble work to which he has been called. With such advantages, and the blessing of God resting upon their efforts, they will go on increasing in prosperity and usefulness."

Since the erection of this church, the prosperity of the society has been steadily on the increase. The sabbath school, which in 1852 only numbered about fifty members, has now two hundred; and the families connected with the parish have increased during the same interval from between fifty and sixty to one hundred and twenty. The average attendance at the regular public services of worship on the Sabbath has also largely increased. The financial condition of the parish is one of the most encouraging features of its present state. Starting in 1852, without any means or resources except those derived directly from the contributions of the members, it has, besides supporting the regular Sabbath worship, bought land, built and furnished a house, provided libraries, etc., whose aggregate value now amounts to nearly twelve thousand dollars.

For more than a year the musical part of the service in this church has been performed by the congregation. This change was introduced at the earnest solicitation of the present pastor, and thus far has proved more economical, acceptable to the worshippers, and devotional in its effect, than the performances of a hired quartette or of a large voluntary choir.

Another change, equally radical in its nature and beneficial in its tendencies, has been introduced by a vote of the society, by which the usual afternoon service has been transferred to the evening, and the afternoon is devoted to the sabbath school, and to the instruction of an adult Bible class.

This society now bids fair, under the blessing of God, to become one of the most flourishing and united societies on the Island.

CATHOLIC.

In the settlement of East Boston, many adopted citizens, for the most part from Ireland, and their immediate descendants, held a conspicuous place. They were among the first, who, with strong arms and willing hearts, came to level the hills, fill up the low lands, drain the marshes, erect docks,

and map the Island with its present wide and spacious streets and pleasant squares. The names of Crowley, McManus, and Cummisky, are among the first, with whom contracts were entered into for the general improvement. Mr. Daniel Crowley was the first to build, on Maverick street, the third private dwelling erected in East Boston.

With the rapid growth of this delightful portion of the city, destined to become the great depot of our increasing commerce, many others professing the creed of the Catholic church, with the above, here sought either employment as mechanics, tradesmen, or laborers, or, crossing over from the more densely populated parts of the city, came to purchase lots or erect private dwellings for themselves.

On account of increasing numbers, and the inconvenience of leaving their families to attend divine service in the city proper, it was proposed by Mr. Daniel Crowley and others to erect, with the approbation of Rt. Rev. B. J. Fenwick, then Bishop of Boston, a place of worship for themselves. While deliberating upon the most desirable site for this object, a legally notified meeting of the "Maverick Congregational Society," came together on the twenty-fourth of January, 1844, at which a vote was passed to sell their meeting-house and land for the sum of five thousand dollars; that a committee of three be raised to carry this into effect, and that the treasurer, Mr. W. R. Lovejoy, be authorized to sign a deed of conveyance to such person as the committee should designate. The Catholics, availing themselves of this friendly and favorable opportunity, came forward the first of February, six days after this suggestion, as willing purchasers of the property, and thus secured for themselves and children a place to assemble for public worship.

The house having undergone some alterations and an altar having been erected, it was dedicated to God, under the patronage of St. Nicholas. The first clergyman appointed was Rev. Father N. I. A. O'Brien, who held this situation till March, 1847, when he was called back to the Cathedral. He was succeeded by Rev. Father Charles McCallion, who, for the better accommodation of the increasing numbers, and with the sanction of Rt. Rev. Bishop Fitzpatrick, successor to Rt. Rev. Bishop Fenwick, enlarged the church some forty feet, and administered to the

wants of the congregation till November, 1851. He was succeeded by Rev. Father Wiley, who held the responsible situation till he died, April 19, 1855.

To afford to the still increasing number of Catholics, more ample church room, the necessity of which may be deduced from the fact, that, while in 1844 the number baptized was fifty-eight the baptisms for 1854 were three hundred and thirty-eight, Rev. Father Wiley, a few months previous to his death projected, with the approbation of Rt. Rev. Bishop Fitzpatrick, the erection of the present new, substantial, and imposing stone edifice, which stands on the corner of Maverick and London streets, on a line with the first church on the corner of Maverick and Havre streets; an intermediate space of thirty-five feet being left between the two, upon which the parochial residence is built.

Encouraged by the anticipated zealous coöperation of the congregation, he laid the foundation and completed the basement walls of this noble structure, which is sixty by one hundred and thirty-two feet in the interior, and for the most part above ground and well lighted. Having contracted for materials, and made other arrangements to further the work, he could do no more. In the fifty-second year of his age and twenty-eighth of his priesthood, he was prostrated on the bed of suffering from which he never rose.

The day of the funeral obsequies of Father Wiley, the Rev. F. X. Branagan was sent to attend the spiritual necessities of the congregation, while the Rev. Father Fitton, a native of Boston, and a former associate with Father Wiley at the Cathedral, where both labored for a time after being ordained together, having just completed the magnificent church at Newport, R. I., was solicited to accept the pastorship of East Boston. As soon as arrangements could be made by Rt. Rev. B. O'Reilly, Bishop of the Hartford diocese, he came to carry out the views of his departed bosom friend, Father Wiley. It is here, properly speaking, that the present plan of the church was adopted, which has been carried on since, under his immediate supervision.

We will here give a brief description of the new church of "our Holy Redeemer," so called, the particulars of which have





DESIGNED BY J. B. COLE

CHURCH OF OUR HOLY REDEEMER.
EAST BOSTON.

been given to us by the pastor, to which we are permitted to add, that all who feel disposed to view the chaste decoration and appropriate finish of the interior are at liberty at any time to examine, by calling at the parochial residence. A picture of this church is on the opposite page.

“The plan of the church is Gothic of the thirteenth century style, one hundred and ten by sixty-two feet in the interior, with a chancel twenty-eight by twenty-three feet, and sacristies on either side. The main walls are covered with a span roof, with ornamental slating. The interior is divided into finely proportioned nave and aisles, and is of sufficient height for beauty of effect, voice, ventilation, and all other conveniences. At the termination of the north aisle, in front of the church, there is a very substantial as well as ornate tower or steeple, of nearly two hundred feet in height, which forms a conspicuous beacon for the guidance of travellers for miles around. In this is placed a sweet-toned bell, weighing upwards of two thousand pounds, from the foundery of Messrs. Hooper, the generous donation of Mr. Daniel Crowley. The walls are massive and of solid masonry, supported by buttresses, all from the quarries of Rockport, and built in the very best manner by Mr. James Devine. The roof, spire, and turret were by Mr. Thomas Murphy. The plastering and stuccoing of the interior, which is distinguished for its chaste simplicity and purity of design, was by Mr. Peter McCann. The tracery finish of the galleries, by Messrs. Manson, Peterson & Co., and the finish of wainscoting, pewing, etc., by Mr. Thomas Cassin. The cabinet-work and entire of wood finish is all of seasoned chestnut merely shellacked and varnished, and makes a very elegant, durable, and rich finish, without the additional expense of paint. The high altar and tabernacle, designed by P. C. Keely, Esq., with its elaborate carving, emblems, and ornaments, and the chapel altars of the blessed and immaculate virgin, together with that of St. Joseph, and their rich statuary from Munich, were all the gift of the generous daughters of the congregation and their friends. A very conspicuous feature in this new edifice is the style of the windows, which, being lancet, so called, with emblematic designs in the heads, are filled as usual

with stained glass and borders, while the lead sash is inserted in skeleton frames, that rise and fall with ordinary weights and pulleys, whereby abundant ventilation is given in summer, and the cold is shut out in winter."

Every foot of this church, which accommodates about eighteen hundred persons, is occupied on Sundays, while the old church, so called, is filled with a congregation of seven hundred children gathered together for catechetical and other religious instruction, attended by the pastor and his assistant alternately. The basement contains a very select parochial library, and is fitted up for singing and other occasional meetings.

The organ, from the celebrated establishment of Messrs. Simmons & Fisher of Boston, is an instrument of rare sweetness, purity, and of unequalled magnificence of tone. Externally it is twenty-six feet high, twenty-nine feet wide, and ten and a half feet deep, and of a style corresponding with the architecture of the church. It is of very novel construction, being built so as to show the nave window of the church between its principal parts. The key-board is extended from the front of the instrument, and is seen projecting from the front of the gallery after the style of the choir organs in European cathedrals,—the organist facing the altar. Internally it is a splendid specimen of skill, and has many new and peculiar improvements, among which may be named the increasing pressure system and the pneumatic valve balance chamber, for which a patent has been applied. Although the organ contains but thirty-four stops, yet by means of the improvements named, and others which we have not space to describe, the body of tone undoubtedly surpasses that of any organ yet built in this country, and at the same time all the nice shadings of power and quality are preserved in a wonderful degree.

UNION CHAPEL.

In the year 1851, in that part of the Island on which the Union Chapel is now situated, from a population of hundreds, probably less than twenty persons were regular attend-

ants at any Protestant place of worship on the Sabbath, and the locality was noted for vice. At length the "Boston City Missionary Society," sustained by the Orthodox Congregational churches in the city, employing Miss Armeda Gibbs to labor in East Boston, she soon visited that much neglected place. Her first visit was on a chilly day in the month of October, 1851. Unmistakable evidences of deep depravity were seen in every direction in her lonely walk among entire strangers. Depressed in spirits, weary, and cold, she called at a respectable looking house, rang the bell, and was kindly invited in, which invitation she cheerfully accepted. After conversing a few moments, she said that she was anxious to gather some of the children in the place into a sabbath school, if a suitable place could be obtained. The old lady with whom she was conversing immediately exclaimed: "Bless the Lord! that is just what we have been praying for." It seemed providential, rather than accidental, that the first family she visited was composed mostly of devoted Christians. The next day five ladies met in the first religious meeting probably ever held in that part of the Island. That small beginning was the commencement of what is called the "Union Chapel Enterprise." Some two or three weeks passed before a suitable room for a sabbath school could be obtained, when a Christian brother kindly offered a room in his house. The next Sabbath, October 26, quite a number of parents and children assembled, but the project was relinquished till a more suitable place could be obtained. A general prayer-meeting was however held, and from that period one or more have been regularly held every week. During the ensuing winter the city erected a school-house on Chelsea street, and, as one room was unoccupied, the proper authorities generously permitted them to occupy the other free of expense. A sabbath school was organized February 18, at which time sixty-three adults and children were present. They were aided by the generosity of the sabbath school connected with the Maverick church.

In the month of March the Rev. Mr. Deering, an aged Orthodox clergyman from Chelsea, was obtained to preach on the Sabbath; his services were most acceptable. Miss Gibbs concludes one of her monthly reports to the "City Missionary

Society" by stating: "A deep solemnity rests upon the congregation as they hear the gospel dispensed, and I trust the time is not far distant when we shall hear the sound of the church-going bell, and that that part of the Island will yet be vocal with the praises of God." In a subsequent report she writes: "Our school and meetings were increasing in numbers and interest, when we were suddenly notified that we must vacate the room, as it would be needed for another primary school, which was about to be organized." It became necessary to disband or to build a house. A subscription book was circulated; different evangelical societies manifested a deep interest in the object, and nearly two thirds of the amount requisite to erect a suitable place of worship was soon subscribed in East Boston. An appeal was then made to the churches in the city proper, who nobly responded, and in less than three months from the time that notice was given that the school-room would be needed, a neat and commodious chapel, capable of seating between four and five hundred, was erected on Bennington street, on land generously leased, free of expense, by the East Boston Company, and all expenses had been paid by friends of the enterprise. The city authorities had kindly permitted them to worship in the school-house till the chapel was completed, and also generously gave a bell, which is of great value, not only to those who worship in the chapel, but in case of fire, to all residing in that community.

As the church was designed for a union chapel, and free for all who should be disposed to worship there, it was deeded to nine trustees connected with the Orthodox Congregationalist, Baptist, and Methodist Episcopal churches in East Boston, namely, Messrs. Joseph Robbins, John Atkins, Nichols Litchfield, Richard Beeching, James M. Reed, Joseph Garrett, Joseph J. Bragdon, Horace Richardson, Thomas Boswell, and their successors. On the 17th of November, 1852, the chapel was dedicated, on which occasion it was densely filled with an interesting and attentive congregation. Rev. R. W. Clark of the Maverick church (Orthodox), Rev. J. N. Sykes of the Winthrop (now Central square) church (Baptist), Rev. C. S. Macreading of the Meridian street church (Methodist Episcopal); and Rev. N. G. Allen, of St. John's church (Episcopal), took part in the dedicatory services.

Rev. Mr. Deering continued to preach on the Sabbath till the spring of 1854; but it became evident that the interests of the enterprise required the labors of a clergyman to attend also to pastoral duties. It was also just as evident, that the congregation were unable to support a minister.

In this time of need, in March, 1854, the board of the "Boston City Missionary Society," in view of the importance of that field of labor, voted "to employ at the usual salary, a clerical missionary to preach in the chapel on the Sabbath, and to perform the ordinary missionary labor on other days, he receiving from other parties any such additional compensation as they might contribute." In connection with this liberal and catholic proposition, the "Young Ladies' Colporteur Society," and the "Juvenile Missionary Society," both connected with the Maverick church, agreed to contribute \$100 each toward the support of preaching, which sum they have paid annually up to the present time. Other friends of different denominations have, in a variety of ways, afforded important assistance.

In June, 1854, Rev. Luman Boyden, then most pleasantly situated as pastor over a flourishing society (Methodist Episcopal) in the beautiful village of Waltham, was invited by the trustees to take charge of this enterprise; at the same time he received a commission from the City Missionary Society. At first hesitating, he finally concluded to accept the invitation, and, on the first Sabbath in July, entered this important field of labor.

On the first Sabbath, but forty were present in the forenoon, including children; in the afternoon sixty, and about one hundred, including teachers, in the sabbath school. For several months the congregation was discouragingly small. But the congregation and sabbath school at length gradually increased, and in a few months the prospect was quite encouraging.

In December, 1854, by the unexpected failure of a large manufacturing establishment, many who worshipped in the chapel were deprived of employment. Quite a number of them had saved of their hard earnings enough to erect convenient houses, and were expecting to spend their days on that section in East Boston. They lingered for a season, but necessity at length compelled one after another to leave, and during the years 1855 and 1856 about sixty families

connected with the Union chapel left the city in consequence of that failure and the general depression in business. This loss has been severely felt, especially as many who removed were some of the most active and devoted members. But other families removed to that vicinity; quite a number became connected with the Union chapel, and at present the congregation and sabbath school are greater than at any former period.

The largest number that has been present in the sabbath school at one time is 170. Mr. Hiram A. Stephens, a member of the Central square Baptist church, is the superintendent, which office he has filled most acceptably for more than three years. His predecessors were Mr. John Atkins, Methodist, and Deacon Wilder, Baptist. The teachers and officers of the school are connected with different evangelical churches, the majority of them being members of the Orthodox church. Messrs. Ivory Harlow, Gilbert Stephens, and Miss Armeda Gibbs, all of whom are members of the Orthodox Congregational church, have had classes from the time the school was organized.

From this brief sketch it will be seen that trials have been endured, and sometimes disappointment realized. But in the darkest hours the laborers on the field had much to encourage them. Every candid, intelligent person, acquainted with the past and present, will cheerfully acknowledge that the necessary arrests by the police, considering the increase of population, are less numerous; that there is much less open, outrageous violation of the Sabbath; that the morals of those who attend public worship at the chapel will compare favorably with the other religious congregations in the city, and that there has been a great improvement in the morals of the community generally.

PRESBYTERIAN.

Second Associate Reformed Presbyterian Church.—The First Associate Reformed Presbyterian church in Boston was re-organized November 26, 1846. The Rev. Alexander Blaikie, the pastor, was installed July 18, 1847. Their place of worship is in Central Hall, 19 Milk street. The Second Associate Reformed Presbyterian place of worship was opened, in

the Webster street church, which had been erected by the Universalists in 1842, on the Sabbath, April 3, 1853, under the charge of Rev. David A. Wallace, as assistant of Mr. Blaikie. Mr. Wallace was installed pastor on the 15th of November, 1854; the church was organized in August, 1854, and very soon after removed to a new edifice erected on Meridian street, where they at present worship.

Mr. Wallace having assumed the charge of a western college, the Rev. H. H. Johnson, who now ministers to the society, became his successor. 158 members have been received since the church was established, and at present it is in a prosperous condition.

SABBATH SCHOOLS.

The account of the different churches which immediately precedes naturally embraces many points connected with the sabbath schools; it has, however, been thought best to speak of each school separately.

The first sabbath school efforts were made on the 13th of July, 1834. Two ladies, Mrs. Haynes and a niece of Mrs. Dr. Jeffries, gathered the children of the Irish laborers on the island into a house on Webster street, and there taught them the Scriptures. The children were very destitute. Some came without shoes, some without hats, and some with hardly any clothing. The travelled path from the third section to Webster street was then by the way of the beach at the west end of Maverick street, and at high tides this method of communication was cut off. The school was subsequently removed to the "boarding-house," on Maverick street, and was continued until cold weather.

The Maverick sabbath school commenced on the 3d of July, 1836, with more than forty scholars; in January, 1858, 517 were reported as then belonging to the school, and full statistics show that it is one of the largest of the Orthodox Congregational sabbath schools in Massachusetts. Its largest average for any one month the past year (1857) was 476.

The sabbath school connected with the Baptist church commenced in October, 1843, in the wooden building on Lewis

street, under the superintendence of Deacon R. Barker, with about seventy scholars and eleven teachers, and a library of about two hundred volumes. The school remained in that hall until it was destroyed by fire, in January, 1845. It then occupied successively the old hall, the bath house, the brick hall in Lewis street, Winthrop hall, the vestry of the Maverick church, and, finally, the vestry of the new Central Square Baptist church. This school has prospered, and in January, 1858, numbered 292 members, with a library of 668 volumes.

The "Fourth Section sabbath school," as it is sometimes called, connected with the Union chapel, has already been spoken of in the notice of that missionary enterprise. It is in a flourishing condition, and the average attendance during the past year (1857) has been 123, while the largest number reached on any one Sabbath has been 170. The average attendance for the month of January, 1858, has been 149. The school has a library of five hundred volumes.

The Episcopal sabbath school has 116 members enrolled upon its list, having considerably increased since the settlement of Rev. Mr. Evans.

The Presbyterian sabbath school numbers sixty members, and is still increasing.

The sabbath school connected with the First Methodist church (Meridian street) numbers two hundred members; and the number connected with the Second Methodist church (Bennington street) is 190.

The Unitarian sabbath school contains two hundred pupils and twenty-seven officers, and additions are constantly made.

The Catholic sabbath school now numbers about seven hundred scholars.

The Universalist sabbath school embraces 125 members, and comprehends both the children and as many of the adults of the society as can be induced to attend.

In the sabbath schools of East Boston there is an average attendance of more than 2,400 scholars. The good that is in this manner effected, by moulding the minds and hearts of the children, and by fitting them for future usefulness and happiness, cannot be calculated, and certainly it cannot be overestimated; and on the successful continuance of such schools

must depend much of the future morality, religion, and even the worldly prosperity and happiness of this section of the city.

SCHOOLS.

The schools of the Island ward, of course, form a part of the general system of the city of Boston. These are under the care and control of the school committee, consisting of the mayor, the president of the common council, and six members chosen in each of the twelve wards, making seventy-four members of the board, and a superintendent elected by this body, and acting under their authority, devoting his whole time to advancing the interests of the schools. There are in Boston 205 primary schools, designed for children from four to seven or eight years of age, and containing 12,655 scholars; eighteen grammar-schools, intended for scholars from seven to fifteen years of age, and containing 11,200; three high schools, namely, one Latin or classical school, designed for fitting students for college; one English high school, established to prepare young men for business, and one girls' high and normal school, designed to give a finished education to young ladies, and to prepare those who desire it for teaching. These high schools generally contain about two hundred scholars apiece, thus making six hundred pupils in the three, and 24,455 in all the public schools.

This condensed statement of the city arrangement renders it unnecessary to go further into the history of our school system. Its importance, its admirable adaptation to the end in view, and its absolute necessity for the support of our form of government, are too well understood to need elucidation. A short description of the schools on the Island is all that is necessary.¹

The order of dates of the first schools is as follows:—

The first primary school in East Boston was opened on the 4th of January, 1836, in a room in one of the houses of the Malleable Iron Company, on Meridian street, third section.

¹ Mr. Guy C. Haynes, whose house was the first built at East Boston, and who is well acquainted with the Island history since the formation of the East Boston Company, furnishes some facts of the early schools.

Eliza Pierce, teacher; Guy C. Haynes, committee; number of scholars of all ages, thirty-eight. The second school commenced on the 10th of May, 1836; Anna M. Merrill, teacher. The third school was opened on the 25th of January, 1841, in the first section; Elizabeth Lincoln, teacher. The fourth school commenced on the 26th of April, 1842; Miss Cheever, teacher. The fifth school began on the 9th of May, 1843; Miss L. Osborn, teacher.

The public schools now in operation, under the control of the city government, are three, — the Lyman, the Chapman, and the Adams.¹

Lyman School.—Established in 1837. Present building erected 1846. Cost, \$13,596.27. This school comprises that portion of East Boston lying west of the railroad, and south of a line commencing at the Mystic river, and running easterly through Central square and Porter street, along its continuation to the bay on the east. It was first gathered with forty pupils, kept in a chapel, and was named for the Hon. Theodore Lyman, fifth mayor of the city, in 1834–5. A handsome library was presented to the school by that gentleman in 1847. The original house was built in 1837, and was destroyed by fire in January, 1846. The present building was erected the same year upon the same site, on the plan of the Brimmer, and will seat 386 pupils in the main rooms. Four rooms on the lowest floor are also occupied, each seating fifty-two pupils, and three rooms in an adjoining building. Albert Bowker, previously usher in the Eliot school, was the only master from the time of its establishment until his resignation, in December, 1845. In March, 1846, Mr. Lincoln, then usher in the Brimmer school, was elected his successor. The school was then reorganized, and from a school for both sexes it was changed to separate schools for each sex. Mr. Lincoln took charge of the boys, and

¹ For many of these statistics the writer is happy to acknowledge his indebtedness to Albert Bowker, Esq., who has the honor of being the first male teacher upon the Island, and who labored long and successfully in establishing in the new ward that system of discipline and instruction which characterizes its schools.

Mr. Ordway, usher in the school, took charge of the girls. He was subsequently elected master.

In 1854, the Lyman school was reorganized on the single-headed plan; the boys' and girls' departments were united, and the whole school was placed under the charge of Mr. Lincoln. The school numbered at that time about seven hundred pupils.

The Adams school, which was organized in 1856, took 363 pupils from the Lyman; Mr. Lincoln was its master, but he was subsequently transferred to the Lyman, of which school he is at present the master. The Lyman school numbers now 648 pupils.

Chapman School. — This school comprises that portion of East Boston lying north of a line commencing at the Mystic river and running easterly through Central square and Porter street, along its prolongation to the bay on the east. Its house is located on Eutaw street. The situation is elevated and healthy, commanding an extensive prospect of the harbor and the surrounding country. The building is a finely proportioned brick structure, combining all the modern improvements, and is an ornament to that section of the Island in which it is situated; it was erected in 1850, and cost \$28,022.79.

The school was organized April 22, 1850, in two separate departments. Loring Lothrop was appointed master of the girls, and John P. Averill of the boys. The number of pupils at the opening of the school was 425, — 220 girls and 205 boys.

In 1852, Mr. Lothrop having been elected master of the normal school in the city proper, John F. Nourse was appointed to fill his place. Mr. Nourse performed the duties of his office, with much credit to himself and profit to his pupils, until he was suddenly removed by death, January 17, 1854, when Percival W. Bartlett was placed at the head of the girls' department. In 1856 the two departments were united, and the whole school placed under the charge of Mr. Averill, Mr. Bartlett having been transferred to the Adams school.

There are, at the present time, in the Chapman grammar-school, twelve teachers and 645 pupils, — 332 boys and 313 girls. The number of scholars in the primary schools is 778, — 381 boys and 397 girls, with twelve teachers.

Adams School. — Percival W. Bartlett, Master. — This school comprises that portion of East Boston lying east of the railroad, and south of a line commencing at the Mystic river and running easterly through Central square and Porter street along its continuation to the bay on the east. The school-house is situated on the corner of Sumner and Lamson streets, nearly opposite Belmont square, and is the largest and best arranged building for the purposes designed, of any in the city. It was erected in 1856, and cost \$57,903.37. Its situation is admirable, being on the high ground on the first section, and commanding a magnificent view of the city, the harbor, rivers, and a dozen towns and villages. It is a brick building, five stories high, and covered with mastic, so as to be perfectly dry at all times. It is divided into eighteen separate rooms, each comfortably accommodating sixty-four pupils, or eleven hundred and fifty-two in the aggregate. A spacious hall for the accommodation of the assembled pupils forms an important feature in the internal arrangement of the house. Its situation secures the best possible light, and it is furnished with apparatus for warming the rooms by steam, with the intention of obtaining a moist and luxurious heat without the usual inconvenience of dust and smoke. The ventilation is so perfect that one entering blindfold from the street in school hours would be unable to detect his presence in a crowded room. Every convenience is here found for profitable study: every room contains fifty square yards of blackboard; and globes, philosophical apparatus, a library of reference, and thorough teachers, leave nothing to be desired. This house is a credit to the city, and an ornament to the Island. Its location, construction, external and internal arrangements, are all in reference to the best interests of the scholars. The basement story is designed for primary, and the other rooms for the various classes in the grammar-schools; and while the schools in the building are for both sexes, the entrances for the boys and girls are by separate doors, and their play-yards are entirely separated from each other. The plan of thus preventing intercourse between the sexes is here carried out with rigor, while in other schools upon the Island no such restriction is made. Each system has its warm partisans; and time, experience, and careful judgment must

decide which system is best adapted to advance the true interests of schools.

The house was dedicated on the 15th of October, 1856. At the appointed hour the exercises were opened by a beautiful hymn, sung by the children. The Scriptures were then read by the Rev. C. S. Porter, of South Boston. Prayer was offered by Rev. Mr. Chapin, of East Boston. A song was then sung with much taste and spirit by the pupils, conducted by Mr. S. H. Southard. Interesting addresses were made by Rev. Messrs. J. N. Sykes, R. W. Clark, W. H. Cudworth; also by Nathan Bishop, Superintendent of our Public Schools, and Dr. Ephraim Buck. A farewell song was next sung. Prayer was offered by Rev. Mr. Cudworth, and the benediction pronounced by Rev. R. W. Clark.

The school was organized on the 1st September, 1856. It now contains about 622 pupils belonging to the grammar-schools, and about 483 belonging to the primary schools.

The annual reports and published statistics keep the public well informed as to the studies, methods of discipline, and other matters pertaining to the welfare of the schools; there is, therefore, no need of such information here. The changes also as to teachers render entire lists of little value in a work of this kind. It is enough to say that at the present time (1858) Hosea H. Lincoln, John P. Averill, and Percival W. Bartlett are respectively masters of the Lyman, Chapman, and Adams schools; and Rev. Warren H. Cudworth, Edwin Wright, and Rev. James N. Sykes respectively chairmen of committees.

Whatever East Boston owes to the business activity of its founders, its continued and highest prosperity must greatly depend on the institutions described in this chapter. This the projectors have ever had in mind; and, with a wise liberality and foresight, have spared neither labor nor expense in fostering the churches and schools of the Island ward.

CHAPTER XVIII.

INDUSTRIAL OPERATIONS.

THE plans which resulted in the formation of the East Boston Company have been described ; the various direct and permanent improvements made by that company as to ferries, streets, sewers, railroads, and ornament, have also been sufficiently explained. It is proper now to record the various industrial enterprises, which were either originated by the projectors of the general improvements, or have been attracted by the peculiar advantages of the Island, and which give employment to an enterprising and thrifty population. These will be noticed somewhat in detail.

EAST BOSTON TIMBER COMPANY.

In order to give a new impetus to the business of East Boston, and thus to increase the value of land and property in general, it was proposed, by Mr. Stephen White, to purchase Grand island in Niagara river, which was covered with valuable timber. Upon this island he proposed to build saw-mills, and cut and prepare the timber for transportation ; and, bringing it by the Erie Canal to tide water, dock it at East Boston. The landing upon the shores of the young city of such a great supply of lumber would, of necessity, bring thither a great many workmen, and, on account of the convenience of obtaining lumber of all kinds with little or no transportation, manufacturing establishments would be erected upon the Island.

Acting upon this belief, the East Boston Company, on the 5th of October, 1833, authorized its superintendent to sell to Stephen White and his associates 80,000 feet of marsh land be-

tween Border and Liverpool streets, at the nominal price of three cents per foot, for establishing a timber and lumber yard and dock. The flats in front, with dirt for filling in a wharf and the flats, were given by the East Boston Company to encourage the undertaking.

The East Boston Timber Company was incorporated on the 28th of March, 1834, "for the purpose of sawing and preparing at East Boston, by steam or water power or otherwise, and of vending ship and other timber, plank, boards, staves, joist, scantling, and all and every other article prepared and manufactured from wood." The petitioners for the charter were James W. Paige, Francis J. Oliver, and Gideon Barstow, who, with their associates, were incorporated as a company for the purposes just mentioned, and with power to hold and manage real estate to the amount of \$75,000, and personal property to the same amount. It will be noticed that the name of Stephen White does not appear among the petitioners, although he was by far the largest stockholder in the new company. His name was included among the associates. A precedent was established in this case, which was frequently followed in subsequent petitions, that is, to withhold the name of the person or persons most deeply interested, and thus to prevent the impression, which otherwise would be given, that the different plans and improvements were supported by the same individuals.

The principal stockholders were Stephen White, Gen. W. H. Sumner, Francis J. Oliver, L. F. Allen of Buffalo, and Dr. Barstow of Salem; these gentlemen were also the directors of the company. William Fettyplace was the superintendent, and Seth Brooks, surveyor. The land purchased of the East Boston Company measured 540 feet each on Liverpool and Border streets, and 160 feet each on Maverick and Decatur streets, and the flats in front. In 1835 the company constructed upon their water lot in front, extending from Border street to the harbor commissioners' line, a wharf 300 feet long and 50 feet wide, the solid part being much wider. They also erected a warehouse three stories high, and formed a timber dock 200 feet square. This wharf, with the stores upon it, is now called Clifton's wharf, and is one of the most valuable in East Boston. It is owned by John Clifton, Esq., formerly a merchant

of Salem, but now one of the most enterprising citizens of East Boston.

This was the depot for great quantities of oak timber and plank, which were transported from the Timber Company's mills at Grand island, which was also owned by the company. The supply of the best quality of timber thus brought to the Island exerted a very beneficial effect upon the business and consequent prosperity of East Boston and vicinity, furnishing abundant material for the ship carpenters of the towns engaged in this branch of business.

The company pursued its operations through the stringent years of 1837, 1838, and 1839, until 1840, when it suspended, and the property was sold. Its affairs at this time were in a very complicated condition, owing to its connection with various other companies; to go into the details of the long course of embarrassment and litigation would of itself fill a volume. In a general way, it can be said, that, by an agreement with the stockholders, a sale of property was made under an execution of the Hancock Bank; and the New England Bank, which held the assets of the Fulton Bank, which had discounted the company's notes to the amount of many thousand dollars, and was a creditor, levied its execution on the personal estate.

The real estate was first sold to Ozias Goodwin, Esq., of Boston, for \$10,000. It included Border street, which was not made, though laid out over the water; for this reason Mr. Adan, the East Boston Company's solicitor, believed it to be a salable property. Mr. Goodwin offered to take the estate at the price named, if Border street was included in the deed. This it was found the company had no authority to do, as the street was laid out on the plan; the property, therefore, was divided into lots, which were bought by Messrs. Samuel Hall, Richard Soule, R. B. Forbes, John Clifton, and others; the greater part, however, was bought by Mr. Hall, to whom it proved a very lucrative speculation.

The water lots include Clifton's wharf and one of Hall's ship yards, the floating dry dock, railway, and timber pens. At the present time the value of the upland, in an unimproved condition, may be estimated at fifty cents per square foot; and

the value of the water frontage of 540 feet is not less than one hundred dollars the running foot; making nearly \$100,000 in all. This increase in 23 years from \$2,592 to \$100,000, considering even the sums spent upon it, is quite remarkable; but is only one of many instances which might be cited to prove the foresight of those who first cherished the idea of making East Boston a valuable part of the city.

During the "hard times" from 1837 to 1840, the Timber Company, the stockholders of which were personally liable, had been forced to borrow largely, more particularly from banks in Buffalo, from the North American Life Insurance and Trust Company of New York, to which company Grand island was mortgaged as collateral for the amount of its loan of \$240,000, from the Morris Canal Company, the Fulton Bank of New York, and the Hancock Bank of Boston. Upon the failure of the Timber Company to meet its obligations, the Hancock Bank sold the real estate, as before mentioned. This and the New England Bank received the notes, endorsed by several of the stockholders of the company.

Soon the Canal Company became embarrassed, and its banking-house, a valuable building in Williams street, New York, was offered for sale, no other property being noticed in the advertisement. When the time of sale arrived, the creditors of the Canal Company said, that, according to the law in such cases, the real estate could not be sold until all the personal property had been disposed of. Upon this announcement, and without any notice to the public or to the Timber Company, the notes of the Timber Company, being part of its personal estate, were offered for sale, and purchased at a nominal price by Mr. David Selden, of New York. He came to Boston, and, finding that he could not levy upon the Timber Company, as its property was all under attachment, and that Gen. Sumner had some visible property, which had been put under attachment by the Canal Company, prosecuted the suit which the Canal Company had commenced, in which the individual property of the stockholders was held, intending to levy upon him as a member of the company. Mr. Selden endeavored to make a compromise, but Gen. Sumner, standing upon ground which he considered tenable, declined any compromise, and permitted the suit to go

on ; but just before it would have come to trial it was discontinued by Mr. Selden, who perceived that the case would be a difficult one to prosecute, and that a successful issue would be very doubtful.

In 1837, a proposition had been introduced by Stephen White, President of the East Boston Timber Company, to obtain a controlling interest in the City Bank of Buffalo, and thus effect loans to the company by conducting the City Bank through its agents. General Sumner opposed this proposition as being illegal and going beyond the strict limits of the charter, which restricted their capital to \$150,000, only half of which could be personal property, required their business to be conducted at East Boston, and limited it to preparing and vending ship and other timber. Although strong opposition was made to this plan, Mr. White was determined to carry it into execution, and, by obtaining proxies, came prepared with votes to effect his object ; and, at a meeting of stockholders in 1838, it was voted to purchase shares ; they were bought the same year by the directors ; these shares, together with the interests of other friendly stockholders, gave the company the control of the bank by influencing \$168,000 of the capital of \$400,000. Drafts and notes were given for the consideration of the shares purchased by the Timber Company, a part of which, or the renewals of them, constituted the grounds of the judgment afterward recovered against the company in New York. Determined not to be involved in any of the complicated affairs of a bank in Buffalo, either by vote or implication, at the time the vote was passed and in the face of all the rest of the stockholders, General Sumner entered his protest (a special vote consenting) on the records of the company against the votes ratifying this contract with the City Bank. The protest is in the following words :—

“ William H. Sumner, who voted in the negative on the foregoing resolutions relating to the contracts and proceedings of the City Bank of Buffalo, enters his protest against the votes and the authority of this company to pass the same, they being in his opinion not authorized by the charter, nor being comprehended within its powers ; and requests that this paper be entered on the records.

(Signed) W. H. SUMNER.”

His reason for this apparent particularity was, that a stockholder might individually be bound, if he was present at a meeting when an illegal vote was passed, if he did not protest against the authority of the company to bind him by the vote; but by protesting on the record he gave notice to any and all who looked at the record to see if the agent who signed the notes of the company had its authority to do so, that the authority vested in the agent for that purpose was beyond the power of the charter. The valid arguments presented by General Sumner, and his foresight in having the protest recorded at the time the vote was passed, furnished him with a sufficient defence in the troublesome suits which followed.

The City Bank of Buffalo failed in 1840, and its effects, a part of which were the notes of the East Boston Timber Company, were placed in the hands of William L. Marcy (since secretary of state under President Pierce), who was appointed by the State as receiver. This was a private banking company, and to obtain its charter had pledged security to the State. In this capacity Mr. Marcy commenced a suit against the Timber Company, upon which, in May, 1840, judgment was recovered in the State of New York. The defence of this suit had been amply provided for. J. S. Talcott, Esq., an eminent lawyer of New York, had been employed to conduct the defence; but Mr. White neglected to advance the fees, and on account of this delinquency the counsel abandoned the suit when it came to trial, and the unexpected result followed. Perceiving that the object was to bring a suit in Massachusetts upon this judgment with the intention of levying upon the individual stockholders, General Sumner filed a bill in chancery in the Circuit Court of the District of Massachusetts, praying for an injunction in the action which had been instituted in the name of Marcy against him as a member of the company. The case was tried before Justice Woodbury in the Circuit Court of the United States, B. R. Curtis being attorney for General Sumner. Judge Woodbury, in an able and learned opinion, sustained the point made by the complainant that the company had exceeded the limits of the charter in purchasing shares in the City Bank, and that he from the commencement having opposed the pur-

chase as illegal, and being ignorant of the suit in New York until long after the judgment was rendered against the company, was not liable as a member of it.¹

To say nothing of the vexations of an attachment of property for several years, the failure of this company brought upon the complainant the loss of twenty-eight or thirty thousand dollars, and, in some respects, was a serious hinderance to the advance of East Boston.

It is interesting to notice how this great failure, which to all appearance seemed destined to put a great check upon the prosperity of the Island, in the end resulted for its great benefit; and it only shows, that prosperity, Phœnix-like, may rise from the ashes of ruin. Upon the failure of the Timber Company the material for ship-building was scattered at East Boston in profusion, and the thought occurred to some individuals that these materials could be converted into ships there as well as at Medford and other ship-building towns. There is no doubt that this fine collection of valuable lumber was the original incentive to the ship-building which is now so successfully and extensively carried on at the Island. On the whole, then, the failure of the Timber Company was not without its benefits. Its establishment gave rise to an immense business, and its failure made the fortunes of the purchasers of its estates.

EAST BOSTON WHARF COMPANY.

The East Boston Wharf Company was incorporated March 26, 1833, the principal corporators being Messrs. A. C. Lombard, S. S. Lewis, R. G. Shaw, W. B. Reynolds, C. Henshaw, A. Binney, J. Kendrick, and D. D. Brodhead.

The East Boston Company granted to the East Boston Wharf Company the land and water lots, beginning on Sumner street opposite Paris street, and running on the former 510 feet south-easterly; then at right angles in a straight line to low-water mark; on the line of the channel 510 feet;

¹ See Woodbury and Minot's Reports, Vol. III. p. 105, *Sumner v. Marcy*. Mrs. White, the widow of Stephen White, was obliged to defend the chancery suit before she could institute her own claims, but signally failed.

and then north-easterly to Sumner street parallel to the second line. In the middle, by agreement, was to be made a public highway seventy feet wide, from the ferry landing to Sumner street, to be for ever kept open by the Wharf Company for the accommodation of the travel to and from the ferry (this street is now called Lewis street). The land was conveyed subject to this right of way, and to the right of the East Boston Company to use the slips, landing, and wharves, at the end of said public highway, for all purposes connected with a ferry, as long as any ferry should be maintained between Boston and said highway.

On December 30, Messrs. Sumner and Brodhead, on the part of the East Boston Company, were appointed a committee to cause to be prepared proper indentures between the company and the East Boston Wharf Company, so that the rights of both in the wharf might be effectually secured. On account of some misunderstanding of the original agreement, these indentures had not been prepared in August, 1834; on the 26th of that month, Mr. S. S. Lewis was added to the above committee, who were instructed to report as soon as practicable.

About the middle of July, Messrs. H. Cummisky and P. McManus, under contract with the East Boston Company, commenced removing the earth from Smith's hill, upon which the garden lay, north-west of Hotel square, to fill in and make the street and wharf from the square to the ferry. The solid contents of the East Boston Wharf, supposing it to be 1,100 feet long and 320 feet wide, and the filling eleven feet deep, would amount to 17,926 cubic squares; of which, Mr. Cummisky, in January, 1835, had filled up from Smith's hill, 10,247 squares, at 62½ cents per square; all this, with many hundred squares of dock mud, and seven hundred squares of solid wharf, only filled in about two thirds of its area. Besides this, Mr. Cummisky filled in one thousand squares between Smith's hill and Hotel square, near the company's wharf, at \$1.12 per square. This spacious wharf extended from the upland, near the Mave rick House, 1,150 feet towards the channel, with a width of 320 feet, and a dockage on each side of one hundred feet in width. The walls were built of heavy granite, of an average

thickness of seven feet, with buttresses; the space between the walls was filled up with solid earth. The whole comprised a surface of more than eight acres; of this about two acres were solid at the head of the wharf, one of which was purchased by the Sugar Refinery for \$8,000 in 1834. The wharf was not completely filled in until 1837. Soon after, the East Boston Wharf Company sold the remainder of their wharf lot on the south side of Lewis street to the Eastern Railroad Company. All the property of the Wharf Company on the north side of Lewis street has since been owned by two parties, and has lately become the property of one individual.

On the 1st of July, 1835, the East Boston Wharf Company sold to A. C. Lombard, Esq., for \$27,500, a portion of their premises on the westerly side of Lewis street, measuring 220 feet on Sumner street, five hundred feet on Lewis street, and 220 feet parallel to the first line, one hundred of which was a dock to be for ever kept open for his use.

The Wharf Company also conveyed to the East Boston Ferry Company the wharf at the end of Lewis street, with slips and flats in front, or south-westerly 150 feet on a street sixty feet wide. This was afterwards released, and the Ferry Company took another lot fifty feet on Lewis street and twenty-four feet on the south-west end.

On the 21st of August, 1837, the East Boston Wharf Company sold to the Eastern Railroad Company, for \$45,792, their wharf from Webster street (on the easterly side of Lewis street) 834 feet four inches towards the channel, and 121 feet nine inches wide to the dock, subject to the right of the Sugar Refinery to land goods of any kind at rates of wharfage not exceeding one third of that charged by the Commercial Wharf Company in Boston. This comprised 101,584 square feet. The Railroad Company also purchased of the Wharf Company, for \$5,000, the dock ninety-eight feet three inches wide, making the rest of the southerly border of the sugar-house estate. The portion of the East Boston Wharf thus purchased, between Webster, Marginal, Lewis, and Bremen streets, was afterwards purchased, and is now occupied, by the Boston Sugar Refinery.

The value and business of the wharf of late years has greatly

increased. It has ample accommodations for the discharging and loading of the largest sized ships, and on the wharf are erected forty-five brick buildings, as warehouses, stores, shops, dwellings, etc. Fifteen of the large brick stores are used as United States bonded stores. The property has a frontage of 1,868 feet on Lewis, Sumner, and Webster streets.

BOSTON SUGAR REFINERY.

The Boston Sugar Refinery was the first manufacturing establishment at East Boston. The sugar-house was erected in 1834, and was enlarged and improved in 1850; it now extends on Lewis street from Sumner to Marginal street.

The project of establishing a sugar refinery on a large scale and on the most approved plan, in Boston or its vicinity, was first conceived by John Brown, Esq. With this object in view he visited Europe in 1833. After encountering many obstacles, of which the most serious was the proverbial jealousy of the craft in England, he at length succeeded in procuring the desired information, and made all the necessary arrangements for the machinery and the workmen to carry the scheme into successful operation.

A charter of incorporation was obtained, dated March 25, 1834, the principal petitioners for which were John Brown, Richard Soule, and George Hallett. These with their associates were authorized to manufacture and refine sugar, and to buy and sell it and all articles necessary in its manufacture and refining, — with power to hold real estate to the value of \$70,000, and personal estate to the amount of \$180,000. The capital stock was divided into 2,500 shares, at \$100 a share.

A piece of land 220 feet square was purchased of the East Boston Wharf Company for \$8,000, and the erection of the building was commenced in the spring of 1834, before the ferry was opened; it was not finished till 1836. The building is of brick, 136 by seventy-five feet, and eight stories of unequal height, but averaging eight feet; the foundation walls are of stone, five feet thick at the bottom, resting on a bed of blue clay forty feet deep; the brick walls are three feet thick at the base, diminishing successively in the third, fifth, and sixth stories, and above

that having a thickness of sixteen inches. About 2,200,000 bricks were used in its construction. Hiram Bosworth was the master carpenter, Gardner Greenleaf master mason, George Hallett and Richard Soule building committee. The plans and specifications of the building and machinery were procured in London by Mr. Brown, who also engaged Mr. Charles W. Woolsey, of Connecticut, to superintend the refining operations. It is a singular fact, that both Mr. Brown and Mr. Woolsey perished during the burning of the steamboat Lexington on Long Island Sound, January 13, 1840.

The main building contained a steam-engine of twenty-five horse-power. The number of workmen employed in 1836 was about eighty, who were able to refine twenty-five thousand boxes of sugar annually, working only by day, and fifty thousand, working night and day. Attached to the refinery was a dwelling-house with a brick pediment front ninety by twenty-eight feet, and eight wooden stores of one story each, with sheds and outbuildings.¹

The enterprise received a severe blow at its very commencement, which would have been fatal had it not been for the indomitable perseverance of Richard Soule, Esq. A croaker in England wrote to some of the largest stockholders, probably from interested motives, informing them that an establishment conducted in the manner proposed by Mr. Brown would certainly prove a failure, as new processes and new machinery would soon revolutionize the art of refining sugar in England; and he accordingly advised them to have nothing to do with any establishment on the old plan. Some stockholders, Robert G. Shaw among the rest, became alarmed, and sold their stock

¹ In October, 1834, the workmen of the refinery were put to great inconvenience by the withdrawal of the steamboat Tom Thumb from the ferry. This was for want of patronage. Small row and sail boats were at this time the only means of conveyance. On several occasions the workmen were unable to get across from Boston in consequence of storms, and they were obliged to suspend the building operations at the refinery. In fact, there seemed to be danger that the works would be given up during the winter from this cause; hence, Mr. Scholfield, as clerk, was authorized to send a petition to the East Boston Company requesting the replacing of the Tom Thumb. This boat was put on again, and ran till the opening of the regular ferry in May, 1835.

in the concern for just what it would bring. This, of course, was a heavy blow in the early stage of the business, and was felt by all the East Boston interests; the building was nearly up, and large sums had been expended, and were still to be raised to meet pressing demands. Its friends fought manfully against this panic, and the prejudice of the public; but so great was the incredulity in regard to the success of the enterprise, that few persons paid any attention to it until the loaves of beautifully refined sugar appeared in the market. The first meeting took place in May, 1836, after which public attention was directed towards it; the purity and reasonable price of the articles produced were such that the refinery gradually grew into favor. Its affairs went on most prosperously till the years 1837 to 1839, when the stringency of the money market cramped this with every other business; failures on every hand, high prices, heavy debts for cargoes of sugars, the failure of Messrs. John Brown and Company, who were large proprietors in the refinery, and to which they were greatly indebted, and the unfortunate deaths of Mr. Brown and Mr. Woolsey, — all conspired to oppress its energies; it was consequently forced to stop payment in 1840, and its affairs went into the hands of assignees, who, according to Mr. Soule, the chief manager at the time, cut and slashed into its property without mercy and with utter recklessness. It soon recovered itself, however, and has been a flourishing corporation to the present day. The creditors of John Brown and Company received payment in full for the principal and interest of their claims. The Sugar Refinery has since paid all its liabilities as they became due.

In 1838 and 1840, complaints were entered to the East Boston Company against the refinery as a nuisance. This had been thought of even in 1834, when Messrs. White, Lewis, and A. Binney were appointed a committee, before the works went into operation, to ascertain if the refinery would create a nuisance, or be in any way injurious to the interests of the company. The refinery necessarily consumed a large quantity of bituminous coal, the thick smoke of which, charged with floating carbonaceous matters, was a source of annoyance on washing days to the good dames of the neighborhood. There did not seem, at that time, to be any practical way of meeting this

difficulty; and the occasional annoyance was, in the public estimation, very much overbalanced by the impulse which the establishment gave to the growth of East Boston. It was afterwards obviated by raising the chimney thirty feet higher, and by a method of consuming smoke, then new, but quite common at the present time. Another annoyance, amounting sometimes to a positive nuisance, arose from the reburning of animal charcoal in a small building on the corner of Lewis and Webster streets. The stench from this source was such that the people in the neighborhood were obliged to keep the windows of their houses closed, even in the hottest weather. This necessary operation for the refining process was afterwards performed in a more remote corner of the grounds, and no ill effects are perceived from it.

The company found great difficulty in obtaining a sufficient supply of water, upon which the success of the undertaking depended, and expended a great amount of money in sinking wells. The first effort to obtain this *sine qua non*, was in February, 1835, when, under the direction of John Pierce, a celebrated well-digger, a well was dug seventy-five feet in depth, and bricked up with a foot wall ten feet in the clear. The supply obtained being insufficient, the company employed a Mr. Marsh to increase the depth by boring. He soon came to a ledge of slate stone, and, after piercing it about eighty feet, the volume of water was increased; but it was of such bad quality that the well proved a failure. This well, which was about one hundred and fifty-five feet deep, was near the corner of Sumner and Lewis streets, and directly under the foundation of an extension of the sugar-house which was afterwards made. In the fall of 1849 the well was opened to the light by the workmen, when the new foundation of the extension was in progress, and its top covering carefully replaced. Not long after the first well was finished, the company employed a Mr. Slade to sink a well near the foundation of the chimney, and the work was prosecuted to the depth of sixty feet, but, no water appearing, it was decided to abandon this also, especially as fears were entertained that the foundations of the chimney would be injured. Deeming it inexpedient to experiment further in this neighborhood, the company again employed Mr. John Pierce to

dig a well at a distance from the sugar-house. A spot was selected on the corner of Maverick and Havre streets, on account of the springy nature of the ground. This well was about twenty feet in diameter and eighteen feet in depth. A very good supply of water was found, enough to warrant the laying an iron pipe through Paris street from the well to the sugar-house; this was the chief source of supply until the autumn of 1843. Late in the season of 1842, a well was sunk in Maverick square, near the south-east corner of the Maverick church, and near the corner of Sumner street and Maverick square, fifty feet deep and fifteen wide, by Jonathan Pierce. Finding no water, Mr. John Pierce was employed to sink this well deeper. Starting with a diameter of seven feet, and leaving the old stoning all in, he prosecuted the work until he reached the ledge, at the distance of one hundred and three feet below the surface. Still finding no water, he began with Artesian augers with a four-inch bore to penetrate the rock, and finally, at a depth of two hundred and sixty feet below the surface of the ground, a large supply of water was found. This was conducted to the sugar-house in pipes, and supplied the wants of the refinery until the introduction of the Cochituate. This well is in a good state of preservation, and is still in use by the company, although the Cochituate water is the main supply, especially for the boilers.

It is to be regretted that no scientific examination was made of the geological formation of the Island as indicated by the strata pierced in the several wells; for the wells were of such a depth that investigations of this nature could have been successfully made. Mr. G. E. Pierce, speaking in general terms from his recollections, says:—

“Of the wells near the house, and the one in the square, the digging was nearly the same; namely, what is commonly called hard pan, — the same as is found on all the hills in East Boston; generally, alternate veins of blue and yellow pan, — in some cases very hard and stony, presenting the usual varieties found in diluvium formations in Boston harbor. The ledge under the well in the square I can describe from personal observation. On the top it was very hard and shelly, but as the augers descended it was found to be much softer, with hard

and soft layers, or veins, alternately. At the depth of about thirty feet in the rock, a small spring was reached. As the augers descended, small springs were found in seams, and the volume of water began to increase. At the depth of one hundred feet in the rock, the springs were found much more powerful, and at this stage of the work the water had risen up and filled the large excavation to within about thirty feet of the surface of the street. The augers were from a platform about twenty feet from the surface, and about this time a pump had to be kept in constant use to keep the water down. There was found a vast difference in the toughness of the rock; some days the auger would bore six feet easily, — the next day perhaps another vein would be struck, so very hard as to enable the gang with their greatest effort to sink not over two feet. Such strata were always indicated by a change of color, being much darker, — the soft rock much resembling chalk, and nearly as soft. Finally, at the depth of 157 feet and 10 inches, the auger having suddenly dropped down 3 inches in the rock, there was a great increase of water, and the company decided to go no deeper, and ordered the pipes to be arranged and the well covered up."

These recollections of Mr. Pierce, although only general, are still interesting and valuable as being the only reliable information on the subject. The rock or ledge spoken of is a slate rock, which seems to underlie the whole of East Boston, and extending across the channel appears again in Boston and the other neighboring towns. A little fact connected with the well under the Maverick church may give opportunity for a little geological speculation. Says Mr. Fettyplace, who lived in the square: "When the refinery depended chiefly or entirely upon this well, it was taxed so hardly as to exhaust the surrounding springs and force in the salt water."

The extent to which the refining of sugar is carried on at this establishment would seem almost incredible to those unacquainted with its history and capabilities. From 1842 until early in the year 1852 the amount annually refined was about the same as prior to that period, under the superintendence of Mr. Woolsey, namely, about seven million pounds. Since 1852, a complete renovation in the machinery and apparatus

has been made, so that a successful competition can be carried on with the best sugar refining establishments in the country. The quantity of sugar refined per annum, at the present time, is about twenty-five million pounds, or twelve thousand five hundred tons. To accomplish this vast amount of business, a force of about two hundred men is required, and the annual consumption of five thousand tons of coal. Of course, the expenses are very great; for instance, the comparatively small item of ferriage alone, amounts to twelve hundred dollars a-year. The capital is now \$500,000, and the market value of the shares is about at par, or \$1,000 each.

MAVERICK WATER POWER COMPANY.

Prominent among the plans of the East Boston Company, was a proposition to create a water power at East Boston, traversing the Island from east to west. In December, 1833, General Sumner, and Messrs. Oliver and Lewis, were appointed a committee on the part of the East Boston Company, with full powers to negotiate for the sale of the lands and flats necessary for the creation of this water power.

The Maverick Water Power Company, on certain conditions to be hereafter mentioned, proposed to construct and maintain for ever a permanent stone dam of two sufficient walls, to be filled solid with earth between them, to run from the east point of Camp hill to the point at West Wood island, on or near a line surveyed by T. P. Saunders in 1832; and also a dam across the cove from West to East Wood island; the first area would enclose about 186, and the second about seventy acres. The dam was to be at least forty feet wide, properly railed, of a sufficient height, and to be maintained as a public highway by the new company until it should be accepted and maintained by the city. At suitable places proper floodgates were to be constructed to admit and retain the water at the highest known flood-tides. From the pond thus created were to be maintained two canals or sluiceways, one to run nearly in the direction of the old creek, the other in a direction between Bainbridge and Decatur streets to the water on the west side of the island, — as represented on the plan of Sept. 1,

1834; the largest canal, between Bainbridge and Decatur streets, was to be about 180 feet wide. All the necessary privileges were to be granted by the East Boston Company as then agreed upon, under suitable restrictions. These it is unnecessary to narrate particularly, as the project never was put into practical operation. Upon the petition of Messrs. Stephen Locke, Benjamin Lamson, and Joseph Ripley, an act of incorporation was granted on the 5th of April, 1836, to the "Maverick Water Power Company," with authority to hold real estate to the amount of \$75,000, the whole capital stock not to exceed \$100,000. The water power was estimated as equal to forty mill powers; but it was feared that the new company would be unable to accomplish its work with the proposed capital; it would also interfere with the location of streets, and with the views entertained by the East Boston Company of the future necessities of the Island. The project was therefore abandoned. The plan of streets, etc., on the Island was changed, the canal site was built over, and the lots in section two were renumbered.

MERCHANTS' MARINE RAILWAY.

William Gardner and others, in 1833, wished to purchase lands and flats of the East Boston Company for the purpose of establishing a marine railway. These persons not accepting the terms of the company, other gentlemen applied for the land for this purpose. On March 27, 1834, on the petition of Messrs. William Savage, John Binney, George Hallet, and others, an act of incorporation was granted, constituting the "Merchants' Marine Railway" at East Boston, for repairing ships and vessels; with power to hold real estate to the amount of \$50,000, and a capital stock of \$50,000, with liberty to increase the same to a sum not exceeding \$200,000. On March 30, 1835, additional authority was given to purchase and construct hydraulic docks, and all other machinery and improvements necessary to build and repair vessels. It was contemplated to establish inclined planes enough for six ships at the same time. The site was to have been in section two, comprising the upland between Border and New streets, and the flats bordering on

Sumner street from Liverpool street to the old steamboat landing, or between Allen's mast-yard and the present Weeks' wharf.

In April, 1838, the East Boston Company offered to sell the water lot at \$20 the front foot, and to take pay for it in the stock of the railway company. This railway was not built.

In March, 1839, another company, consisting of B. T. Reed and others, had it in contemplation to build a railway as proposed by Messrs. Savage, Binney, and Hallet and others, and on nearly the same site. The lot was offered to these gentlemen for \$5,400, provided a company should be formed within three months to construct marine railways equal to those on Commercial street, payment to be made in the railway stock at par, clear of all assessments. The proposal was not accepted, on account of pressure in the money market. There are now on this lot three separate railways; Cunningham's wharf and the landing of the People's ferry form part of it.

MALLEABLE IRON AND STEEL COMPANY.

On November 5, 1834, the superintendent of the East Boston Company submitted a proposition from Mr. Joseph Mariner for the purchase of the lot in section three, marked "D" on the plan of September 1, 1834, and of twenty-three lots of upland near the same, for manufacturing purposes. He was accordingly authorized to sell this land on such terms as he should consider expedient.

This land was purchased for the "Boyden Malleable Iron and Steel Company," which was incorporated March 6, 1835.

The petitioners for the charter, Messrs. George Darracott, Joseph Mariner, and William B. Dorr, and their associates, were authorized to manufacture all kinds of iron and steel ware, and to plate, paint, and enamel the same; with power to hold real estate to the value of \$100,000, and personal estate to the amount of \$200,000.

On May 8, 1835, the company purchased land bounded as follows: On Lexington street 553 feet, seven inches; on Marion street 700 feet; on Monmouth street 218 feet, eight inches; on

Meridian street 766 feet, reserving the two streets, Eutaw and Trenton, each fifty feet wide; and lot 155, on the corner of Lexington and Marion streets, one hundred feet square: and the land between Meridian and Border streets, and the continuation of Eutaw and Lexington streets, marked "D," with the flats in front, subject to the usual ferry prohibition.

These were 286,818 feet of upland at ten cents a foot	\$28,681.80
Lot No. 155, 10,000 square feet at twelve and a half cents a foot	1,250.00
Flats	1,000.00
	<hr/> \$30,931.80

On the 12th of December, 1835, the company had built ten houses, which entitled them to a deduction of fifteen per cent. on the cost of the land on which the houses were built, according to the terms of sale then established by the East Boston Company; they received this discount on the cost of 231,568 feet, or on \$23,156.80, which amounted to \$3,473.52.

They also erected a solid wharf, with granite walls. Their foundry building was commenced November 10, 1834, and the roof was put on December 27 of the same year, only seven weeks after. The hammer and the trowel were not allowed to rest on the Sabbath, such was the haste of the company to occupy their new building. The foundry building was of brick, two hundred feet long, fifty feet wide, and two stories high, with an attic; the engine-house, eighty feet by forty, was also of brick, two stories high, with an attic, and contained a steam-engine of forty-horse power. Besides their foundry at East Boston, they had property in New Jersey connected with the business.

The operations of this company commenced in 1835, and were continued for some years, employing at times about three hundred workmen, and making about fifteen tons of malleable iron castings in a week. The erection of their dwelling-houses commenced early in 1835, and in the course of the year they formed quite a village of mechanics, occupying between thirty and forty houses in the third section, the rent of which in Boston would have been from seventy-five to three hundred dollars each.

Speculation entered into the plans, and, as is often the case,

defeated its own ends. It was found to be an unprofitable concern, and, on March 13, 1839, all the unfinished stock and materials on hand were sold at auction. The real estate, containing about 470,000 feet of land, with the foundery building, and thirteen dwelling-houses, was sold on May 28, 1839, for \$42,000; and the company was dissolved. The factory and wharf in front were purchased by Noah Sturtevant, Esq., who for a time used them for his soap and candle factory and oil refinery; the premises are now improved by Morrell Cole, Esq., as a linseed-oil refinery.

The whole real estate was appraised, bought in by the stockholders, and resold to Messrs. Sturtevant and Noble, who obtained a greater part of the property at a very low price. Mr. Noble bought the New Jersey property; and Mr. Sturtevant and Mr. Ebenezer Atkins the factory at East Boston, with five hundred feet of wharves and water lots for about \$20,000, which now being occupied for wharves and ship-yards is estimated by the purchasers as of much greater value.

SHIP-BUILDING.

Ships built at East Boston are found on every sea, and in every port, nobly sustaining the fame of their constructors. The Island, being situated at the head, and in the most protected part, of Boston harbor, surrounded by deep water, and at a point in which centre railroads from all parts of the country, affords unusual advantages for the transportation to its several yards, of timber and all other necessary materials from the States or the Canadas. These facilities have been improved in a most wonderful manner. Docks and ship-yards, workshops and timber sheds, lie along the sloping shore between the spacious wharves. Iron founderies, forges, and machine-shops make the air merry with the clatter of hammers; and a busy crowd of workmen give life and animation to the place. At East Boston can be obtained every thing necessary for the construction of vessels of every description, from the fishing yacht to the ship of three thousand tons, from the steam-pile driver or the powerful tow-boats to the magnificent ocean steamer, the masterpiece of human skill. To the skilful workmen of the

Island, wood and iron are alike. White sails, of the most approved cut and rig, vie with the strong engine in bearing the vessels over the water; and, in foreign ports, the name of East Boston is a passport of a vessel's good qualities to all ship-owners.

The first vessel built in East Boston was the ferry-boat "East Boston." She was built just east of where the sugar-house now stands, by Messrs. Clock and Upton from New York, and was launched August 9, 1834. The second was the "Maverick" steam ferry-boat, built by Brown and Bates, and launched January 28, 1835. The third ferry-boat, the "Essex," was the fourth vessel built, being launched November 4, 1835, and was constructed by the builder of the Niagara.

The first square-rigged ship launched from the shores of Noddle's Island was the Niagara, on the 24th of September, 1835, a merchant vessel of four hundred and sixty tons, from the yard of Brown, Bates, and Delano, Central square, and owned by Stephen White, Esq. This ship, whose keel was laid October 8, 1834, was built of white oak timber and plank brought from Grand island, in the Niagara river, via Erie Canal, to Albany, and thence in coasting vessels to East Boston. The third ferry-boat, the Essex, which was launched on the 4th of November, 1835, was built by the same persons who built the Niagara, in the same place, and of similar material.

With the launching of the Niagara, a new era was inaugurated in the history of East Boston. From that time to the present, this important branch of industry has been steadily increasing, subject of course to the temporary depressions in the business community; until now, in this respect, the Island exceeds all other places in the State, if not in the country. Here have been launched the largest merchantmen in the world, the finest modelled, most capacious, and swiftest ships which sail the ocean. Here also was built the first iron steam-ship constructed in this country.

From 1835 to 1839, nothing was done in ship-building; but in 1839, *Samuel Hall*, who had been engaged previously in this business in Marshfield and Duxbury, removed to East Boston and established the enterprise on a firm basis. In April of that year he commenced the work of preparing a ship-yard about

where the west end of Maverick street now is. In May he laid the keel of the "Akbar," the first ship that he built in East Boston. She was built for Captain Bacon, and was launched on the 8th of October, 1839. From that time until the present, Mr. Hall has been engaged in ship-building, and has built some of the largest, fastest, and best ships that ever "skimmed the seas." The names of these (as well as those of the other builders) appear in the list which will be given in this chapter; here it is enough to mention the "Game Cock," the "Oriental," the "Wizard," and the "Highlander." Mr. Hall has built eighty vessels, of all kinds, at East Boston.

The next in point of time, as well as in the extent to which he has prosecuted the business, stands *Donald McKay*. He moved to East Boston in 1845 from Newburyport, where he had built several fine vessels. His first ship built in East Boston was the "Washington Irving," built for Messrs. E. Train & Co.'s line of Liverpool packets. The fame of Mr. McKay's vessels is too well known to need mention. The "Sovereign of the Seas," "Romance of the Seas," "James Baines," and the "Great Republic," are but a few of the ships which secure his reputation.

Mr. Daniel D. Kelley commenced building, it is believed, in the year 1848. Only a portion of his attention has been given to building, he having done repairs during the last twelve years amounting to \$400,000. Among his vessels are the "Edwin Forrest," of eleven hundred tons, and the pilot-boat "Fanny," which made the passage from Boston to San Francisco in one hundred and seven days, which, for a boat only seventy-one feet long, is unprecedented.

Messrs. Jackson and Ewell commenced building in East Boston in 1848 on Border street. Mr. Ewell has retired from the firm, and the yard is now carried on by Mr. Jackson. Several very fine vessels have been launched from this yard. The "Queen of Clippers" and "Meridian" are among them.

In 1852, *Paul Curtis*, one of the most enterprising and skilful of the Medford ship-builders, came to East Boston from Medford, and purchased a lot fronting three hundred feet on Border street, and extending to the commissioners' line, and has now one of the largest and most convenient yards on the

Island. He commenced his first ship in East Boston in the spring of 1852, and has built some very fine vessels, among which are the "Reporter," the "John E. Thayer," and the "Golden Fleece."

In 1853, *James E. Simpson* purchased a wharf lot on Marginal street, on which he has built a dry dock for repairing vessels. The first vessel was taken in on the 14th of March, 1854.

In 1854, the *Messrs. Boole* purchased the upland and water lot on the north-east corner of Webster street, opposite the estate of Dr. Jeffries, and established there their ship-yard.

In later years, other names have been added to this list, and have increased the business and fame of the Island.

The discovery of gold in California gave a wonderful impetus to the ship-building interest; in a short time a magnificent fleet of clipper ships was built for the fast increasing trade of the new State, and for the flood-tide of emigration which set to California. "Month after month, ships surpassing in beauty and strength all that the world had before produced, were built and equipped by private enterprise, to form the means of communication with the new land of promise. Our most eminent ship-builders and most enterprising merchants vied with one another to lead in the great race round the Horn. The established rules which had for years circumscribed mechanical skill to a certain class of models were abandoned, and the capitalist contracted only for speed and strength. Ships varying in size from 1,500 to two thousand tons were soon built and sent to sea, and their wonderful performances, instead of satisfying, increased the desire to excel,—to be first upon 'the world of waters;' and this desire has known no abatement even to the present day. The *Flying Cloud* (Captain Cressey), built by Mr. McKay, on her first passage not only made the quickest run from New York to San Francisco ever known, but attained the highest rate of speed on record. Her passage was made in eighty-nine days, and she ran in twenty-four consecutive hours 374 geographical miles. Such sailing as this astonished all nautical men, and immediately gave a world wide fame to East Boston clippers. Mr. McKay, not satisfied with this triumph of nautical skill, and believing that perfection in modelling had not yet been

attained, determined that he would benefit from the information gained from past experience, and build a clipper which should outsail the Flying Cloud. He carried this idea into execution, and produced the Sovereign of the Seas, of 2,400 tons, then the largest, longest, and sharpest merchant ship in the world. She did not make so quick a passage to San Francisco as the Flying Cloud, yet although she was dismasted, she beat the swiftest of the entire fleet of clippers which sailed about the same time, seven days; and, on the homeward passage, made the greatest runs ever recorded. In twenty-four consecutive hours she ran 430 geographical miles, or fifty-six more than the greatest run of the Flying Cloud; and in ten consecutive days she ran three thousand one hundred and forty-four miles, and in eleven months her gross earnings were \$200,000.”¹

Mr. McKay next built the Great Republic (1853), the largest merchantman in the world. In the construction of this mammoth vessel, 1,500,000 feet of hard pine were used; 2,056 tons of white oak; 336½ tons of iron; 15,653 yards of canvas in a suit of sails; and 50,000 days' work upon her hull. She was towed to New York; before she left that port, she was burned at the wharf; but her top-works were rebuilt, and she has been a very successful ship, and was in the employ of the English and French governments during the Russian war. Her greatest speed has been 413 miles in twenty-four hours. On a late voyage she made the trip from New York to San Francisco in ninety-one days, which, notwithstanding the light winds experienced, is one of the quickest runs on record. An extract from her log shows that she reached the equator in fifteen days and nineteen hours after leaving New York,—a feat altogether without parallel. She logged on some occasions as much as nineteen knots an hour.

The Flying Cloud and Sovereign of the Seas have been spoken of as vessels of remarkable speed; but these are not the only ones whose sailing qualities secure our admiration. The following clippers, built at East Boston by Donald McKay,

¹ Mr. McLean, formerly of the Boston Atlas, to whom the writer is indebted for information on this subject.

sailed from New York for San Francisco, and made these extraordinary passages : —

	Tons.	Passage.		Tons.	Passage.
Flying Cloud,	1,700	89 days.	Bald Eagle,	1,600	107 days.
Flying Fish,	1,600	92 "	Empress of the Sea,	2,250	118 "
Sovereign of the Seas,	2,400	103 "	Staghound (<i>via</i> Valparaiso),	1,550	112 "

The Westward Ho (of 1,700 tons) sailed from Boston to San Francisco in 107 days, and the Staffordshire (of 1,950 tons) in 101 days. These passages show an average of 103 days and fifteen hours; which have not yet been equalled by the same number of ships by any builder in the world.

While these instances are given of the speed of a few of M'Kay's vessels, those from other yards equally demand our praise, but no statistics are at hand.

A notice should here be given of the iron steam-ship "*Le Voyageur de la Mer*," built at East Boston, and launched on the 25th of February, 1857. For several years iron has been extensively used, in Europe, in the construction of steam vessels of the first class for vessels of war, and for general maritime purposes; but, notwithstanding the superior quality of American iron, both as to ductility and toughness, it has been but little used here as a principal material in ship-building, owing to its high cost as compared with English iron, — yet a cost which bears but a small proportion to the intrinsic value of our metal, when subjected to the severest tests in comparison. It is a remarkable fact, that to the Pacha of Egypt belongs the credit of developing a new branch of ship-building in this country. The honor of applying this material for the first time to the construction of a first-class vessel, belongs to East Boston. The contract for building this splendid vessel was given to Mr. Geo. A. Stone, a young man, and a native of Boston, who, connected with a business house in this city, had been for several years a resident of Syria; the contract was given to him after a visit to Alexandria, where he had a personal interview with the pacha. The models and details of the ship were furnished by Samuel H. Pook, our distinguished naval constructor, who has done full justice to his high reputation.

She is 1,300 tons burden ; her length is 216 feet, breadth of beam thirty-seven feet, and her depth is twenty-two feet. The iron used in her construction is of the best quality of hard rolled American iron, made for the express purpose by William Schell and James Hoven of Norristown, and Verree and Mitchell of Philadelphia ; each plate having been submitted to the most careful examination before it was accepted. Her stern posts, stern and counter timbers, are solid forgings of the best scrap iron. The work of moulding and riveting the frame and plates was done by Messrs. Holden and Gallagher, of East Boston. Owing to the thickness of the iron and weight of the metal, it became necessary to make machines especially adapted for cutting the plates, punching the rivet-holes, and moulding the form. Three thousand plates were required for the hull ; the weight of iron is 881,000 pounds, and no less than 300,000 rivets have been used ; these rivets were heated to a white heat when put in, and, being counter-sunk upon the outside, hammering has so combined the rivets with the plates that a perfectly smooth surface is presented to the eye, broken only by the lap of the strakes. The iron-work of her outside varies from three eighths to three fourths of an inch in thickness. Her frames are of iron, in the shape of a right angle, with a base of three inches, to which the outside plates are riveted, and a perpendicular of six inches. Between the perpendiculars, she is filled in with hachmatack frames, and is, inside, more thoroughly built than any wooden ship of her size, besides the addition of the usual strength of iron outside. She has two flush decks, and her machinery and boilers are below water-line. The wood-work was executed under the direction of Mr. Augustus Sampson, and will bear comparison with any work of the kind ever before completed in this country.

By the division into six water-tight compartments, the iron pipes, which run the whole length of the ship, and the two Worthington pumps, capable of discharging 3,200 gallons per minute, and driven by steam, or, together with the pumps, connected with the engines, 12,800 gallons, the vessel is equally secure in case of fire or leaks.

The main boilers, four in number, were designed by James Montgomery, Esq., and built by J. S. Underhill, of the Dry Dock works, New York.

The engines were built at the Atlantic works, East Boston. They are oscillating engines of about eight hundred horse power, very compactly arranged, with as great a regard for economy of space as is consistent with safety of action. The iron-work is massive, but of superior finish; the cylinders are fifty-four inches diameter, with three feet length of stroke; the great shaft which drives the propeller is thirteen inches in diameter; the propeller itself is fifteen feet six inches in diameter.

Le Voyageur de la Mer is rigged as a full ship. Her rigging and sails, as well as every thing else used in her construction, are of American material and manufacture. Capt. Frank O. Eldridge had a general supervision of the work, and will command the steamer on her first voyage, and until she is delivered to her illustrious owner. Capt. Eldridge is well known to our shipping merchants as an able and successful commander, late of the ship *Nor-Wester*, one of the finest ships out of the port of Boston, in which he made some of the best passages on record.

The exquisite finish of all the details in her deck arrangements, and throughout the whole ship, renders it evident that no expense has been spared, and the vessel will be a model of neatness and beauty, strength and speed, and admirably fitted in every way as the steam yacht of a sovereign prince.

The following is a list of vessels which have been built at East Boston, and is as complete as a critical examination of the sources of information at our disposal would allow.* The great proportion of first-class vessels will show the rapidity with which the Island has taken her place with the most extensive ship-building towns.

* In this table, the names of the builders, so far as they can be ascertained, are designated in the following manner:—

1 Brown, Bates & Delano.

2 Samuel Hall.

3 Donald McKay.

4 Daniel D. Kelly.

5 A. & G. T. Sampson.

6 Jackson & Ewell.

7 Paul Curtis.

8 Jarvis Pratt.

9 Robert E. Jackson.

10 Andrew Burnham.

11 Brown & Lovell.

12 C. F. & H. D. Gardiner.

13 Hugh R. McKay.

14 G. & T. Boole.

15 William Hall.

16 Pratt & Osgood.

17 Samuel Hall, Jr.

18 Joseph Burke.

19 E. & H. O. Briggs.

20 William Kelly.

21 Otis Tufts.

22 Burkett & Fyler.

Year.	Name.	Tons.	Year.	Name.	Tons.
1834	East Boston * (steam ferry-boat)		1847	Minstrel ²	
			"	Arrow ²	78
1835	Maverick ¹ (steam ferry-boat)		"	Era ²	187
"	Essex ¹ (steam ferry-boat)		"	Samoset ²	734
"	Niagara ¹	460	"	Moses ³	700
1839	Akbar ²	642	"	Ocean Monarch ³	1,301
"	Galena	99	"	Peterhoff ²	500
1840	Barnstable ²	372	"	Telegraph ²	119
"	Sultan	355	"	Anglo American ³	704
1841	Walpole	612	"	Iosco ²	267
"	Spartan	188	"	A. Z. ³	700
"	Massachusetts ²	353	1848	Belle ²	65
1842	Zephyr ²	148	"	Jenny Lind ³	533
"	Andrew Bastow	198	"	Martha Worthington	180
"	Gazelle ²	115	"	L. Z. ³	897
"	Belle ²	74	"	Caleb Curtis ⁴	186
1843	Antelope ²	372	"	Uncle Amasa	70
"	Fanny	84	1849	Plymouth Rock ³	960
"	Frolic ²	88	"	Hazard ²	400
1844	Sappho ²	319	"	Helicon ³	400
"	Coquette ²	437	"	Eagle ⁵	199
"	Citizen ²	360	"	Edmund Dwight ²	200
"	Midas ²	186	"	Reindeer ³	800
"	Edith ² (propeller)	407	"	Eutaw ²	199
1845	Carioca	163	"	Lantao ²	593
"	Peytona	269	"	Parliament ³	998
"	Massachusetts ² (propeller)	750	"	Olive Clark ²	92
"	Washington Irving ³ †	751	1850	Moses Wheeler ³	900
"	Despatch ²	88	"	Cornelius Grinnell ³	1,118
"	Montezuma ²	90	"	Sultana ³	400
"	R. B. Forbes ²¹ (iron steam tug)	330	"	Race Horse ²	514
"	Samuel Cook	125	"	E. F. Pratt	140
1846	Odd-Fellow	229	"	Antarctic ³	1,116
"	Anglo-Saxon ³	894	"	Surprise ²	1,262
"	Lacon	175	"	Daniel Webster ³	1,187
"	New World ³	1,404	"	Meridian ⁶	1,350
"	Mail ²	190	"	John Bertram ⁶	1,100
"	Solon	66	"	Zaza	140
"	Emporium	78	"	Staghound ³	1,534
			1851	Game Cock ²	1,392
			"	Andes ⁵	450

* Clock & Upton, of New York.

† First ship built at East Boston by Donald McKay, for Train's line of packets.

Year.	Name.	Tons.	Year.	Name.	Tons.
1851	Mermaid ²	500	1854	Lightning ³	2,083
"	Flying Cloud ³	1,782	"	Bostonian ⁴	1,100
"	Staffordshire ³	1,817	"	Panther ⁷	1,260
"	R. B. Forbes ²	756	"	Swallow ⁹	1,435
"	North American ³	1,464	"	Abby Whitman	232
"	Winchester ⁶	1,474	"	Champion of the Seas ³	2,447
"	Flying Fish ³	1,505	"	Northern Eagle ¹⁰	665
"	Sea Bird ²	315	"	Arcadia ¹¹	705
"	A. Devereaux ⁴	115	"	Fanny MacHenry ⁹	1,237
"	Hoogly ²	1,264	"	Fatherland ¹²	1,542
1852	Lady Franklin ⁶	475	"	Barreda Brothers ¹³	770
"	Old Hickory ⁴	432	"	Enoch Train ⁷	1,650
"	Julia Anna ⁶	200	"	James Baines ³	2,526
"	Golden Fleece ⁷	967	"	Warren Hallet	199
"	Polynesia ²	1,075	"	Commodore Perry ³	1,964
"	Sovereign of the Seas ³	2,421	"	Blue Jacket ⁹	1,791
"	Aurelia	200	"	Santa Claus ³	1,256
"	Laurillia ⁵	175	"	Weymouth ¹⁴	1,370
"	John Gilpin ²	1,075	"	Oriental ²	1,654
"	Queen of the Seas ⁷	1,400	"	Benin ³	692
"	Westward Ho ³	1,650	"	John E. Thayer ⁷	1,918
"	Winged Racer ⁶	1,767	"	Blanche Moore ³	1,787
"	Bald Eagle ³	1,704	"	Zephyr ⁴	1,200
"	Golden West ⁷	1,400	"	Indiaman ¹³	1,165
"	Flying Childers ²	1,150	"	Haleyon ¹⁵	671
1853	Empress of the Seas ³	2,200	"	Japan ³	1,964
"	Radiant ⁷	1,300	"	King Lear ⁹	1,936
"	Fire Fly ⁴	385	"	Friend ⁴ (pilot boat)	69
"	Cleopatra ⁷	1,550	"	Jane ⁴ " "	66
"	Queen of Clippers ⁶	2,200	"	Fanny ⁴ " "	84
"	Star of Empire ³	1,635	1855	Zephyr ³	1,184
"	Wizard ²	1,600	"	Alert ²	1,194
"	Chariot of Fame ³	2,000	"	Donald McKay ³	2,594
"	Wyvern	73	"	Defender ³	1,413
"	Amphitrite ²	1,687	"	Robert H. Dixey ⁷	1,252
"	Fearless ⁵	1,200	"	Azor ⁷	430
"	Lightfoot ⁶	1,996	"	Empress ⁷	1,293
"	Reporter ⁷	1,100	"	Abbott Lawrence ³	1,497
"	Edwin Forrest ⁴	1,200	"	Golden Fleece ⁷	1,585
"	Mariner ⁷	1,230	"	Elvira ¹⁶	1,138
"	Romance of the Sea ²	1,500	"	Quickstep ¹⁷	523
"	Well Fleet ⁷	1,260	"	Hayward P. Cushing (re- measured)	159
"	Eringo ¹¹	323	"	Halcyon ⁹	93
"	Challenger ⁹	1,400	"	Antelope ² (steamer)	415
"	Mystery ²	1,200			
"	Great Republic ³	4,556			

Year.	Name.	Tons.	Year.	Name.	Tons.
1855	S. A. Stevens* (steamer)	140	1856	Joseph Peabody ¹⁰	1,198
"	Emerald ¹⁴	1,079	1857	Martha ⁹	1,197
"	Thos. Jefferson ⁴	995	"	Manuella ⁹	267
"	Ganges ¹³	1,253	"	Amelia ⁹	267
"	General Warren ¹⁸	340	"	Borneo ⁹	772
1856	Dragoon ⁹	1,433	"	Gemsbok ⁹	662
"	Harry of the West ⁹	998	"	John Patterson ⁹	102
"	Endeavor ⁹	1,137	"	Fortuna ⁷	659
"	Lucy and Harriet ⁹	909	"	Belvedere ⁷	1,197
"	Norseman ⁹	811	"	Almatia ¹⁵	473
"	Amos Lawrence ³	1,396	"	Indian ¹⁵	786
"	Mastiff ³	1,030	"	Laughing Water ¹²	925
"	Minnehaha ³	1,695	"	May Flower ²⁰	816
"	Henry Hill ³	568	"	Salacia ⁴	451
"	Adriatic ³	1,327	"	Moneka ¹⁵	462
"	Baltic ³	1,720	"	Edith ²	34
"	Orion ⁷	1,297	"	Young Raven	15
"	Evelyn ⁷	1,197	"	Wide Awake (iron steamer)†	57
"	Mary Bangs ⁷	958	"	" Voyageur de la Mer "	
"	Sea King ⁷	1,166		(iron steamer)	1,250
"	Endymion ¹⁴	1,327	(See description on a previous		
"	Plutarch ¹⁴	1,322	page.)		
"	Pomona ¹⁴	1,181	"	Argentine ²¹ (iron steamer)	118
"	Calliope ¹⁴	280	1858	Cashangar ¹²	1,090
"	Achilles ¹⁸	529	"	Princess ¹³	1,080
"	Florence ¹⁷	1,045	"	Peruvian ¹⁶	1,165
"	Ceylon ¹⁵	716	"	Princess Royal ²²	1,210
"	Susan Howland ¹⁶	1,137	"	Highlander ²	1,049
"	Benares ¹³	1,440	"	Phaselus ¹¹	24
"	Favorite ¹³	1,039	"	Manjoor ⁷ (steamer)	816
"	Suffolk	76	"	Syren	81
"	Whip ¹¹	18			

A reliable and well-informed writer, in 1850, thus spoke of the facilities at that time for building ships at the Island:—

"There are now in East Boston four ship-yards, and two more in state of preparation, for building the largest class ships, in each of which, two or three vessels can be in the process of construction, as has frequently happened, at the same time. There are also five other yards and docks for building and repairing, with a floating dock and two marine railways; two extensive spar-making establishments, a number of sail-makers'

* James E. Simpson.

† Oliver Holden.

and riggers' lofts, with a great number of smaller establishments and shops connected with and dependent upon the business of ship-building and repairing. In fact, there is probably no place in the United States, certainly none in New England, where may be found so many of the requisites and conveniences for ship-building. The constant employment of more than five hundred mechanics in the various branches of this business would of necessity render the arrangements very complete, and afford great facilities for despatch and perfection of work. The investments here in wharves and lands reclaimed from the sea are very heavy, and as improvements, they have been produced by no mushroom excitement, but by the steady application of money and labor for a great number of years; and they are, as might be expected, of a most permanent and substantial character. The water front of Boston proper, between Charles River Bridge and the North Free Bridge, South Boston, is about two and a quarter miles. The water front of East Boston, upon the main channel of the harbor, from Jeffries Point to Chelsea Free Bridge, is three and one half miles, following the 'commissioners' line.' When it is considered that vessels of the greatest draught, like the British mail steamers, can lie at the wharves when carried out to the 'commissioners' line,' it will not fail to be apparent that the claims of East Boston to some commercial importance are not without foundation."

WHARVES.

There was formerly a wharf, called the "East Boston Company's Wharf," next east of the Sugar Refinery, containing about twenty thousand square feet. It was completed September 1, 1835, and was leased to Messrs. Locke and Ripley, who improved it for a wood and lumber wharf. They hired it for three years from September 1, at a rent of \$300 for the first year, and \$400 for the second and third years, payable quarterly. The company reserved the right to land coal or wood on a part of it for the use of the ferry only, allowing a rent *pro rata* for the space so used. In 1838 it was comprehended within the boundaries of the land ceded to the Eastern Railroad

Company. It cost \$4,000, exclusive of the water right, and in 1836 was valued at \$9,000.

Mr. Lamson's wharf (now merged in the Grand Junction wharves) was built with solid stone walls, and filled in with earth one hundred and sixty feet square; the cost of filling in the wharf, including the stone walls, was twenty-eight cents a superficial foot. It was built for the purpose of erecting on it a steam factory for sawing mahogany, veneering, etc., and was to be extended on piers to the channel when the steam mill should be erected. Upon it were two buildings, fifty feet by twenty-five each.

Next to Mr. Lamson's wharf was Messrs. Locke and Ripley's lumber wharf, well supplied with lumber and building materials.

At the foot of London street, with a water front of two hundred feet, were Tuttle's wharf and buildings, employed by fishermen in packing for exportation; now occupied by Simpson and Tuttle's dock, Carleton's, and Brown and Lovell's wharves.

At the foot of Liverpool street, with a water front of one hundred feet, was the wharf of Allen, Pigeon, and Pool, on which shops for making masts and spars were erected.

Next came the proposed site of the Merchants' Marine Railway, which, as has been seen, was never built, though an act of incorporation was obtained; the water front was 500 feet.

The lot next to the Marine Railway, the site of the first steamboat landing, was leased to Mr. Weeks for a fish wharf, and afterwards sold to him; it is now occupied as Weeks's wharf, and as a graving dock.

Next north of this was Mr. Aspinwall's wharf, with a front of one hundred feet, used then and now as a mast-maker's establishment, under the above name; it was sold for eight dollars a foot in 1834.

Next was Pratt and Cushing's wharf and dock, for marine railways for small vessels. This had also one hundred feet front, and was sold in 1834 for eight dollars a foot; it is now Holmes and Snelling's graving dock.

Next north was Miller's wharf, with two hundred feet front,

having four stores upon it, used for the inspection and storing of mackerel for exportation. Between thirty and forty vessels were employed at Miller's and Tuttle's wharf. It is now known as Miller's wharf.

At the westerly end of Maverick street was a wharf lot of one hundred feet front, now occupied by the East Boston Gas and Iron Company.

Next north of this was the Timber Company's property; and the proposed site of the mills of the Maverick Water Power Company, which, though incorporated, never went into operation.

The names and situation of the different wharves at East Boston at the present time are as follows:—

Allen's, on Sumner street.	Jones's, Border street, corner of Central square.
Aspinwall's, from New street.	Joselyn, foot of Maverick street.
Belcher's, from Border street, near Central square.	Kelly's, Marginal, near Jeffries street.
Boole's, at Jeffries Point.	Kelly's Marine Railway, Sumner street, near People's ferry.
Brown & Lovell's, foot of Sumner street.	Lombard, from Sumner, opposite Paris street.
Carleton's, 57 Sumner street.	Maverick, from Sumner street, north side.
Clifton's, Border, corner of Maverick street.	McKay's, Border, foot of Eutaw street.
Cunard, near foot of Orleans street.	Miller's, from New street.
Cunningham's, Sumner, opposite Border street.	A. Nickerson's, from Border, near Lexington street.
Curtis's, Border, near White street.	E. Nickerson's, from New, near Sumner street.
Darton's, Border, foot of Lexington street.	Pigeon & Pool's, foot of Liverpool street.
East Boston, from ferry line, west of Lewis street.	Pratt & Cushing's, from New street.
Eastern Railroad, Marginal, between Lewis and Orleans streets.	Shackford & Co.'s, from Border, foot of Lexington street.
Fernald's, Border, foot of Lexington street.	Simpson's, from Marginal, near Jeffries street.
Ferry, foot of Lewis street.	Sturtevant's, Border, foot of Eutaw street.
Fettyplace & Bowker's, Border street.	Tufts', foot of Webster street.
Grand Junction Railroad and Depot Company, Marginal street.	Tuttle's, foot of London street.
Googin's, Eagle street, near Gas-works.	Weeks's, corner of New and Sumner streets.
Hall's, Border, foot of Decatur street.	Whorf's, Jeffries, corner of Maverick street.
Howe's, Marginal, corner of Jeffries street.	

COLONY OF SHOEMAKERS FROM LYNN.

Among the projects originated by the president of the company for the benefit of East Boston was the establishment of a settlement of shoemakers from Lynn, on the fourth section; after much conversation on the subject, the following plan was concerted between him and Mr. Ezra Mudge, an officer in the custom-house, and formerly representative from Lynn.

It was thought, that, from the favorable position of East Boston and the scarcity of houses in Lynn, it would be easy to induce industrious and moral men who had not the means to build houses for themselves to come to East Boston and set up the manufacture of shoes, provided the company would erect suitable dwellings for their accommodation. Such dwellings could be erected for about \$1,500 each, large enough for two families, for which they would be willing to pay ten per cent. interest on the cost, on a lease not exceeding seven years, with the privilege of purchasing at any time during the lease at a fair valuation. Workshops could be furnished by the tenants themselves, as one shop would answer for several persons. A village would thus be established, which would greatly increase the value of real estate in its vicinity. To encourage capitalists to undertake such an enterprise, the company could afford to give an extended credit to those who should purchase for the purpose of improving, instead of the usual conditions, requiring the first payment at the end of two years, and the rest in three, four, and five years, interest should be payable annually; in this way the purchaser could apply his funds to building. Some of Mr. Mudge's friends were willing to join any company that would engage to build a sufficient number of houses to form a handsome village, and he would give his personal attention to securing the successful issue of the project.

This plan gave rise to the following paper:—

“Boston, September 3, 1836.

“The subscribers, having read the annexed communication of Mr. Mudge, hereby agree with one another to enter into an association of not less than twenty nor more than thirty shares, the proprietor of each to buy of the East Boston Company at their next sale two blocks of land of one hundred feet square,

and to erect one double or two single houses thereon, and fence in our respective lots before the first of July next, and let the houses as stated in Mr. Mudge's letter, — it being expressly understood that whatever the land shall fetch the company over ten cents a foot, after paying their proportion of the expenses of sale, shall be reserved as a fund by the association for the embellishment and improvement of the settlement under the direction of the associates.

"Provided the East Boston Company will lay out a suitable place for the settlement, grade the streets, and give a spot for a meeting and school-house; and in consideration of the services of Mr. Mudge, in superintending the erection of the buildings and founding the settlement, that the company shall appropriate one block of land, and erect a house and stable thereon for his use, free of rent five years, then to be presented to him if his exertions in promoting the ends of the association shall be satisfactory, otherwise said house, stable, and land shall be conveyed to said associates for the benefit of said settlement.

"Samuel P. Page, by E.

Mudge . . .	1 share.
John J. Emerton . .	1 "
E. W. Mudge . . .	1 "
James W. Gerard . .	2 shares.
Samuel Jones . . .	2 "
(with a privilege of 2 more.)	
Francis J. Oliver . .	1 share.
Wm. H. Sumner . . .	2 shares.
J. W. Paige . . .	1 share.

Stephen White, by Wm.

Fettyplace . . .	2 shares.
Aug. Heard . . .	1 share.
Henry Sumner . . .	1 "
Ezra L. Varney . . .	1 "
C. B. Mason . . .	1 "
Wm. Atkinson . . .	1 "
In all, . . .	18 shares."

The location intended for the settlement was on the "Middle Farm," now section four.

On the 2d of March, 1837, the superintendent was informed by Mr. Mudge that he regretted to say that from removals, or from pecuniary circumstances, no reliance could be placed on some of his subscribers. The stringent state of the money market prevented those who could with difficulty live at home from removing to another place where a certain amount of extra capital would be required, even if their condition could be improved by such a removal. This project, in which Mr. Mudge took such an active interest, would probably have resulted in success had it not been for the universal financial depression which swept over the whole country, and included all classes of society; as it was, the plan failed of realization.

WEEKS'S LOBSTER WHARF.

The lobster business at East Boston demands a place among the noteworthy occupations upon the Island. In 1837, Mr. E. Weeks commenced boiling lobsters in three kettles of sixty gallons each, and during that year sold about seventy thousand lobsters. In the following year, he purchased of the East Boston Company a wharf at the foot of Sumner street for \$2,225. So great was the increase of the business, that, in 1838, his purchases amounted to about two hundred thousand, and in 1839 to two hundred and fifty thousand lobsters. Mr. Weeks withdrew from the business in 1855, at which time the annual purchase amounted to about three hundred thousand.

Portions of the wharf have been sold at different times: first, a part to Nathaniel Blanchard, in 1838, for \$741.66; and second, a part to Col. Samuel Stimpson, in 1855, for \$1,350.

The business, since Mr. E. Weeks sold out, has been conducted by John S. Weeks and Company, and the purchases amounted, in 1845, to two hundred and seventy-five thousand lobsters, in 1856 to three hundred thousand, and in 1857 to three hundred and ten thousand.

From the 1st of April until the 1st of August, the number of lobsters boiled averages 160 kettles a week, each kettle containing one hundred. Twenty wheelbarrows and four one-horse wagons are supplied with this indispensable requisite to the market of a city, and this occupation, apparently trivial, furnishes thousands of tables with one of the most acceptable of dishes.

LINSEED-OIL WORKS.

The building in which the operations of this establishment are carried on was originally built for and occupied by the Malleable Iron Company about twenty years ago. That company failed. The building was then purchased by Messrs. Sturtevant, Atkins, and Company for the sperm, whale oil, and soap business. In 1843, Noah Sturtevant and Company commenced making linseed-oil on a small scale, in a part of the

building. They used the old-fashioned presses, and made about two hundred gallons per day, which quantity they afterwards increased to seven hundred gallons. The business promising well, in 1849, Messrs. James Lee and Company entered into it, and increased the manufacture to twenty-two hundred gallons per day. Six years subsequent to this purchase, namely, in 1855, Messrs. Morrell Cole and Son, and James Lee, Jr., bought the property from Mr. Sturtevant, and have made extensive additions to the building, and improvements for the manufacture of the oil. They have conveniences for bleaching twenty-five hundred gallons per day, and for boiling sixteen hundred gallons per day. This establishment, from being one of the smallest, is now one of the largest, in the country. It is surpassed by none in its arrangements, and in the quality of its raw, boiled, and bleached oils, for painting. Twenty-two hundred gallons of oil and sixteen tons of oil-cake are turned out per day, all manufactured from the best Calcutta linseed, screened and cleansed from all impurities. The larger part of the cake is shipped to London, and about seven or eight hundred tons are annually ground and sold to farmers as food for their cattle. This oil meal is rapidly gaining in the estimation of the agricultural community as a valuable article of food, and farmers are becoming convinced of its superiority over Indian meal, or any other article for feeding milch cows; the quantity of milk being much greater with this meal mixed with Indian meal and shorts, than with any other diet.

The business done at these oil works is very large; the managers are enterprising men, and success attends their efforts. Their oil is of a high standard in the market, and an increasing business is evidence of their merited prosperity.

TUFTS'S BOSTON STEAM-ENGINE COMPANY.

Mr. Otis Tufts moved a portion of his works (the boiler department) to East Boston in the early part of the year 1844, and occupied a small wharf on Marginal street, now a part of the property belonging to the Grand Junction Railroad Company. During the same year, having purchased the estate now known as Tufts's wharf, he moved to that place, where, soon

after, he commenced building the hull of the iron steamer R. B. Forbes, which was launched in August of the next year, 1845, and completed in the fall of the same year.

In December, 1845, Mr. Tufts removed his entire works to East Boston, making his arrangements to build stationary and marine steam-engines, boilers, and heavy machinery in general. For the next five or six years his business was chiefly building stationary steam-engines and boilers, for which there was a great demand, and in making which he was very successful. During this time Mr. Tufts had largely increased his facilities for manufacturing machinery, but anticipating a still greater demand, he decided to go on enlarging his works and be prepared to build as large machinery as could be made by any establishment in the country.

With a view to enlist others in the enterprise, he devoted much time to the consideration of how it could be best accomplished, and finally concluded to apply for an act to incorporate a company under the name of the Boston Steam-Engine Company, with a capital of one million of dollars, which was granted by the legislature of 1853. In June, 1853, Mr. Tufts sold so much of his wharf as lay above the centre of Webster street, towards Sumner street, including the buildings thereon, with the machinery, tools, etc., in them, and also his good-will in the business, to the Boston Steam-Engine Company, he being the principal party in the company.

The company afterwards increased the size of their lot by purchasing more land on the side nearest Sumner street.

On the 16th of June, 1853, the company organized and went into operation, their capital stock being \$175,000, Mr. Tufts president, L. A. Bigelow treasurer, A. R. Turner clerk, L. D. Bartlett, superintendent.

For the remainder of the year they were very successful, realizing profits much exceeding their expectations. Appropriating \$25,000 of their gains to the increase of their capital stock, they began the year 1854 with most flattering prospects, and having received orders for large quantities of sugar machinery from Louisiana and Texas, with reason to believe the demand would continue for some years, they made additions to their works of the most substantial kind, and at an expense of nearly \$50,000.

The machinery for the South was finished, sent and set up on the plantations in season to take off the crop of that year, but not in time to fulfil the conditions of the contracts, in consequence of which much difficulty was experienced in effecting settlements with the planters. The drought of that year caused a great deal of delay, making it very difficult and also very expensive to procure the means of transportation.

Owing to the large expenditures and small returns of that year, the company were very much embarrassed at the commencement of 1855, but as there seemed to be indications of good business, they were encouraged to think, that, by the end of the year, they might recover their former position; but the call for machinery, especially stationary steam-engines, grew less each month, so that at the end of the year, instead of finding their condition better, they were more deeply involved, and their affairs continued to grow worse, until they were obliged to stop business on the 12th of July, 1856.

The average number of men employed by the Boston Steam-Engine Company during the year 1855 was 135, whose pay amounted to nearly \$4,000 each month. The amount of bar and forged iron consumed that year was about 110 tons, of boiler iron 250 tons, cast-iron nearly 600 tons, steel 250 tons, composition 10 tons, copper-work 3 tons, coal 675 tons, which, with other material, amounted in value to about \$85,000.

EAST BOSTON DRY DOCK.

The East Boston Dry Dock Company was incorporated in March, 1847, with a capital of \$300,000; and the dock, which is one of the most capacious and substantial in the country, was completed and went into operation on the 3d of July, 1853. The property of the company consists of a sectional dock, a floating dock, and a marine railway, and the ground occupied is comprised within 220 feet front on Border street, running down 850 feet to the commissioners' line, being about six acres.

The sectional dock is composed of six sections, constructed at a cost of \$110,000, with a lifting force of 550 tons each, making an aggregate force of 3,300 tons. It can raise the larg-

est class of merchant ships in 45 minutes, and is more convenient for all purposes than any other dock yet invented.

The floating dock has the capacity to receive vessels of five hundred tons, and is worked by steam power. The marine railway is six hundred feet long, with a cradle capable of receiving ships of one thousand tons, and of taking them up in thirty minutes.

The dock was built by Phineas Burgess, Esq., then of Boston and now of New York, who has built all the docks of this construction in the country, and whose reputation has been honorably earned by the acknowledged excellence of his works. The Dry Dock Company at East Boston paid to him \$10,000 for the patent right for their sectional dock. Samuel Hall, Esq., is president, Briggs Thomas, Esq., the treasurer and superintendent of the company, and Reuben Burnham foreman of the work at the dock; and the satisfactory manner in which the appropriate business of the establishment is conducted, exhibits the efficient management of the corporation. The number of vessels docked in the year ending Feb. 28, 1858, was 120.

SIMPSON'S DRY DOCK.

This establishment, situated on Marginal street, makes an important branch in the industrial operations upon the Island. The large dock was commenced on the 1st of September, 1853, and completed on the 1st of the following April. It is 254 feet in length inside the turning gates, 70 feet wide at the top, and 50 feet wide at the bottom; ample room is thus afforded for a full set of sliding bilge blocks, an advantage not possessed by the government docks. The second dock was commenced on the 1st of April, 1855, and completed in eighty days. It is 153 feet in length, 33 feet between the abutments, and 46 feet wide at the top. Two centrifugal pumps, worked by a steam-engine, are so arranged as to pump from either or both the docks at pleasure, and the machinery is of such capacity that the large dock, containing eighteen feet of water, can be pumped dry in ninety minutes. The largest number of vessels docked in any one year has been 112. Samuel B. Hobart, Esq. is the superintendent.

EAST BOSTON POTTERY.

The manufacture of earthen-ware and fire-brick at East Boston was commenced in 1854, by Mr. Frederick Mear, an English potter, assisted by Mr. Wm. F. Homer, under the name of the Boston Earthen-ware Manufacturing Company. In June, 1857, the premises were leased by Messrs. J. H. Lord & Co., by whom the business is now conducted; at the same time also the name was changed to the "East Boston Pottery." The present lessees have made extensive additions and improvements, substituted steam for hand power, and greatly improved the quality, and increased the quantity, of the ware manufactured. The office and sale-rooms of the company are at 64 Broad street, Boston.

NEW ENGLAND STEAM AND GAS PIPE COMPANY.

Messrs. S. T. Sanborn and J. B. Richardson have recently purchased the large brick building built and formerly occupied by H. T. Butler & Co. for the manufacture of stoves, which covers nine thousand feet of land, and are about starting their business of manufacturing wrought iron steam and gas pipes and fittings, brass and iron castings, coal gas works, and a variety of machinery, and employ from seventy-five to one hundred men. The works are estimated to be worth upwards of \$60,000, and the annual value of their manufactures will be about \$250,000. Messrs. Sanborn & Richardson having been the pioneers in this branch of manufacturing in New England, which has been carried on by them for the last ten years, at Exeter, N. H., their removal to East Boston may be looked upon as a valuable acquisition to the interests of the Island. The manufacturing of wrought iron pipes having never yet been attempted in Boston, the starting of such operations by this firm marks an era in the history of the city.

THE MAVERICK BANK.

The business character and prosperity of East Boston, in the opinion of many, seemed to demand that a bank should be

established there for the better accommodation of those who would otherwise be compelled to go to the city for the transaction of their money affairs. Consequently a charter was obtained for the Maverick Bank, with a capital of \$400,000, on the 28th of March, 1854, and it went into operation on the 18th of the following September. At first, it was located in the Winthrop block, which stands upon ground formerly occupied by the Maverick House and garden; but in 1856 (10th June) it was removed to State street, Boston (No. 75), because, on trial, it was found that a greater amount of business on the amount of capital could be done than the Island of itself afforded, and that very many business men of East Boston could be more conveniently accommodated in money transactions in State street than at the first location of the bank. The present officers (1858) are as follows: — Samuel Hall, president; Samuel Hall, Wm. R. Lovejoy, Wm. C. Barstow, Noah Sturtevant, and Paul Curtis, of East Boston, and Henry N. Hooper and Martin L. Hall, of Boston, directors; Samuel Phillips, Jr., cashier; George F. Stone, teller; Alfred R. Turner, bookkeeper; William G. Brooks, Jr., messenger and clerk.

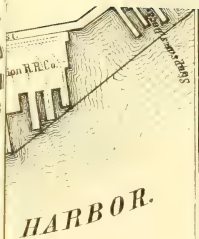
With the chapter now ending, this account of the past history and the present condition of East Boston closes. In its delineation, the reader has seen the changes of which this place has been the scene. While this volume covers the history of more than two hundred years, it will be noticed that the transformation of Noddle's Island has taken place within the last quarter of a century. Twenty-five years ago, it was a farm; now it is a city. Then, one solitary family, with its servants, made this Island their home; now, it teems with the presence of 18,000 inhabitants. Then, the one house for the main occupant, with the others necessary for his under-tenants only, rendered the Island habitable; now, noble streets, elegant residences, churches, and other public buildings, are already insufficient. Then, the ordinary work of a farm comprised its industry; now, crowds of workmen throng its shops, and the ships of its yards challenge the world. Then, oyster-beds lined its shores; now, millions in value, comprising more than half of the commerce of Boston, unload at its spacious wharves. In

these changes the author has seen the thoughts of his youth realized, industrial employments multiplied, honest wealth given to thousands, and the prosperity of the metropolis of New England immeasurably enhanced.

The writer is also happy to be able to present the first extended accounts of the lives of the early owners of this Island, and especially of three eminent individuals, who deserve a place in the colonial history of America, — Samuel Maverick, Samuel Shrimpton, and John Yeamans. Samuel Maverick, the generous citizen and staunch royalist, whose efforts for religious toleration, although fortified by the trust of royal commissioner given him by his sovereign, proved utterly futile, and drove him from his home; Samuel Shrimpton, who rose from an humble position to sit as a judge in the courts of Massachusetts, and who, unconciliated by the commissions of councillor and lieutenant-colonel, and the offer of patents gratis, led the troops which captured a royal governor while in command of the king's fortress; and John Yeamans, who abandoned those plans which might have given East Boston its proper commercial position a century ago and poured wealth into his own hands, that he might devote himself to those efforts with the parliament and British minister which removed from the commercial intercourse of the colonies that incubus which a mistaken policy had cast upon it, and procured for him the public thanks of the provincial assembly.

The difference between the past and present, as described in these pages, is illustrated by a comparison of the plan of 1801, facing page 1, with the plan of its streets and wharves opposite. What East Boston will be, it is useless to conjecture. The past has already outstripped the speculations of its projectors. But that its still large amount of available territory, its railroad facilities, its methods of communication by bridges and ferries, its mechanical investments, its spacious and sheltered wharves, and its nearness to the deep waters of the channel, warrant expectations of far greater prosperity, is undeniable. Whether its past success or its present advantages are considered, there can be no question but that the prosperity of this great commercial centre depends largely upon the prosperity of East Boston.

CHARLESTON



these changes the author has seen the thoughts of his youth realized, industrial employments multiplied, honest wealth given to thousands, and the prosperity of the metropolis of New England immeasurably enhanced.

The writer is also happy to be able to present the first extended accounts of the lives of the early owners of this Island, and especially of three eminent individuals, who deserve a place in the colonial history of America, — Samuel Maverick, Samuel Shrimpton, and John Yeamans. Samuel Maverick, the generous citizen and staunch royalist, whose efforts for religious toleration, although fortified by the trust of royal commissioner given him by his sovereign, proved utterly futile, and drove him from his home; Samuel Shrimpton, who rose from an humble position to sit as a judge in the courts of Massachusetts, and who, unconciliated by the commissions of councillor and lieutenant-colonel, and the offer of patents gratis, led the troops which captured a royal governor while in command of the king's fortress; and John Yeamans, who abandoned those plans which might have given East Boston its proper commercial position a century ago and poured wealth into his own hands, that he might devote himself to those efforts with the parliament and British minister which removed from the commercial intercourse of the colonies that incubus which a mistaken policy had cast upon it, and procured for him the public thanks of the provincial assembly.

The difference between the past and present, as described in these pages, is illustrated by a comparison of the plan of 1801, facing page 1, with the plan of its streets and wharves opposite. What East Boston will be, it is useless to conjecture. The past has already outstripped the speculations of its projectors. But that its still large amount of available territory, its railroad facilities, its methods of communication by bridges and ferries, its mechanical investments, its spacious and sheltered wharves, and its nearness to the deep waters of the channel, warrant expectations of far greater prosperity, is undeniable. Whether its past success or its present advantages are considered, there can be no question but that the prosperity of this great commercial centre depends largely upon the prosperity of East Boston.

Plan

OF

EAST BOSTON.

1858.

Drawn by H. H. Southwick, Boston



CHARLESTOWN.

NAVY YARD.

1600 Feet

MYSTIC RIVER.

Harbor Commissioners' Office

CHELSEA CREEK.

EASTERN RAIL ROAD

Dam

BOSTON HARBOR.

BREED'S POND

THE HISTORY OF THE
CITY OF BOSTON
FROM 1630 TO 1880
BY
JOHN B. HENNING



A P P E N D I X .

60 *

APPENDIX.

A.—Page 22.

FROM THE NEW ENGLAND MERCURY, RELATIVE TO A BRIDGE AND TURNPIKE-ROAD.

MESSRS. PRINTERS,—Please to insert the following suggestions for the public attention:—A Bridge is proposed from the East point of Charlestown, which, no doubt, will soon cause that part of the town to be filled with wharves and inhabitants, and accommodate the eastern travellers; more especially if a good turnpike-road be made the shortest rout from Newhall's tavern, in Lynn. But perhaps the object may be better obtained, particularly for Boston and the eastern country, in a way that has been as yet but little contemplated, which is, by erecting a Bridge, at little expence, from Chelsea to Noddle's Island, and opening a good ferry from said Island to Boston. Some parts of that Island are extremely well calculated for dry docks, at very little expence, where vessels of any tonnage will be free from danger of fire or storms. And if a good set of stores were erected, with proper cellars, most of our heavy goods, particularly naval stores, would soon be deposited for safety there; and any branch of manufactures might be established, and, in a short time, a very considerable settlement would take place, which, of course, would extend this town, the Island being a part of it. It is to be presumed, that every well-wisher of Boston will sooner interest himself in some plan of this kind, than in the project of building a Bridge from Charlestown, which will necessarily increase that town to the detriment of this.

May 30, 1796.

A BOSTONIAN.

B.—Page 39.

CHRONOLOGICAL MEMORANDA OF GRANTS, DISCOVERIES, PAT- ENTS, AND SETTLEMENTS, TOUCHING THE EASTERN COAST OF NORTH AMERICA AND ITS ISLANDS.

1493. After Cristoporo Colon, or, as the Latin word was, Columbus, fitted out by Queen Isabella for Arragon, in 1492, rediscovered the Northmen's lost

continent, the pope, Alexander VI., a Spaniard, native of Valencia, being applied to by Spain, through the advice of their admiral, Columbus, to settle the dispute of rights to maritime discoveries between that monarchy and Portugal, on April 3, 1493, adjudged the great process, and made the celebrated line of partition, and gave by bull to the sovereigns of Castile and Leon all countries which they had discovered or should discover, infidel, and lying west of a line drawn from pole to pole, one hundred leagues west of the Azores islands; and all east of this line he gave to the Portuguese. But these nations, on the 7th of June, 1493, agreed that the line should be 270 leagues further west. This line strikes America in north latitude on the western coast of Greenland, about $48^{\circ} 30'$ west longitude from Greenwich, not quite reaching to Newfoundland, passes east of the West Indies, and strikes South America a little east of Para, at the mouth of the Amazon, and then crosses the South Orkney islands.

It however early became a law among European nations, that the countries which each should explore should be deemed the absolute property of the discoverer, from which all others should be entirely excluded, as the English parliament, somewhere about 1600, expressed it, occupancy confers a good title by the law of nations and nature. In the sequel, therefore, different nations planted colonies in the new world, without leave of the Catholic king, or even of his Holiness.

1497. John Cabot, a Venetian, under commission of Henry VII. of England for a voyage of discovery, in hope of finding that which through a long waste of life and toil and science and treasure has been in our day only reduced to a futile fact, a north-west passage to India, discovered and sailed along the eastern coast of North America, from $67\frac{1}{2}^{\circ}$ north to the southern end of Florida.

1502. Henry VII. of England granted by letters patent a charter of license to Hugh Elyot and Thomas Aschurst, of Bristol, with two Portuguese, to establish colonies in the countries newly discovered by Cabot. This was the first charter for a colony granted by the crown of England.

1504. Fishermen of France, from Biscay, Brittany, and Normandy, came to fish, and discovered the Banks of Newfoundland; and these were the first French vessels that appeared on the coasts of North America.

1524. Francis I. of France sent out John de Verrazzano, a Florentine, who coasted North America from 30° to 50° of north latitude, and named the whole coast. Thus Spain, England, and France owe their interest in North America to Italians.

1535. Jacques Quartier made the **FIRST FRENCH SETTLEMENT** in America at Hotchelager, or Montreal.

1548. The English parliament passed their first act relating to America; it relieved all fishing at Newfoundland from taxes or duties.

1576. Sir Humphrey Gilbert, in England, gave form and pressure to the vague wish of the times, by publishing "a Discourse, to prove a passage by the north-west to Catharia and the West Indies."

1578. Frobisher, with fifteen sail from England, took with him, on his third

voyage, the "frame of a story house, to settle on the northernmost parts of the continent of America, but soon left that inhospitable region."

1578. Queen Elizabeth of England granted letters patent to Sir Humphrey Gilbert, to discover and take possession of all remote and barbarous lands unoccupied by any Christian prince or people, with full right to him and his heirs and assigns for ever of property in the soil, to hold of the crown of England, a payment of the fifth part of the gold and silver ore found there, a royalty, with complete jurisdiction within the said lands, and seas adjoining them, and declares that all settlers there should enjoy all the privileges of free citizens and natives of England; and prohibiting all from settling within two hundred leagues of any place which Sir Humphrey Gilbert or his associates should have occupied during the space of six years.

1583. On his second voyage, Sir Humphrey Gilbert took possession of the harbor of St. John, Newfoundland, and two hundred leagues every way around it. This reached only to Cape Sable, at the south end of Nova Scotia, and about two thirds to Massachusetts bay. This formal possession, under the discovery by the Cabots, 1497, is considered by the English as the foundation of the right and title of the crown of England to the territory of Newfoundland, and to the fishery on its banks.

1585. Sir Walter Raleigh, of England, half brother of Sir H. Gilbert, having obtained from Queen Elizabeth a like patent, founded, at the island of Roanoke, N. C., under Mr. Lane, the FIRST ENGLISH COLONY ever planted in America.

1602. Bartholomew Gosnold sailed from Falmouth, England, to settle the northern parts of Virginia, and instead of going by the Canaries and West Indies, went five hundred leagues shorter due west (the first voyage), direct to America, striking in seven weeks and naming Cape Cod, in N. Lat. 42°, and thence went southerly.

1603. With leave of Sir Walter Raleigh, under his patent, for the mayor, aldermen, and some merchants of Bristol, England, Martin Pring sailed for northern Virginia to Penobscot bay, and thence along the coast into the bay of the Massachusetts, along its north side, seeking sassafras; and not finding it, they crossed over it, and there freighted and sent to England a bark with that commodity.

1603. Henry IV. of France granted to Pierre du Gast. Sieur de Monts a patent of the American territory from 40th to 46th degree of north latitude, reaching from Philadelphia to Louisburg, on Cape Breton island; making him lieutenant to colonize and rule, and to subdue and christianize, its native inhabitants. Though a Calvinist, De Monts and his people were allowed to exercise their religion in America, and he engaged to people the country, and to establish the *Catholic* religion among the natives. He settled in Acadia, or Nova Scotia. This settlement, the other French one at Montreal, and the Spanish ones in Florida, were now the only European settlements in North America.

1606. James I. granted to the London Company — the southern or first colony — a charter, authorizing them to make settlements (not to have the soil or jurisdiction over it) from N. Lat. 34° to N. Lat. 41° — from the south cor-

ner of North Carolina to Greenwich, Connecticut, or the south corner of that State, — and giving them a property in the land only fifty miles each way from any settlements actually made, and one hundred miles into the country; but no settlement to be made within fifty miles of any settlement of the Plymouth Company.

1606. James I. granted to the Plymouth Company — the northern or second colony — a grant, authorizing settlements from N. Lat. 38° to N. Lat. 45°, and reaching from Accomac in Virginia, or the southern limit of Maryland, to St. Johns on the Island of Newfoundland, and giving the right to settle only. But such of the above two colonies as shall be last planted shall not be within one hundred miles of the other that first began to make their plantation.

This was northern Virginia. It laps 3° over the London Company. On this lap the first comer was first served in the way of "settlements." All colonies, by whichever company settled, were to be superiorly governed by a council in England, appointed by the king, who fixed their ordinances; and subordinately, by a council in America, nominated by the king and instructed by him. The colonists had the right of English denizens, land by post tenure, the right of comers for their own use, repelling enemies, and confiscating interlopers.

1609. Dutch claimed Newfoundland, and to Chesapeake bay. (Conquered by England in 1664.)

1609. James I. granted to the above London Company a new charter, giving them, in absolute property, the territory from Point Comfort, two hundred miles, or 3½° both north and south, and from sea to sea.

1614. Charles I. gave to the northern plantation, mapped for him by Capt. John Smith, the name New England.

1620. The Puritans got a patent from the London Company to settle in South Virginia, but by hard weather landed at Plymouth.

1620. James I. issued a patent, granting absolute property to the council of Plymouth, in the territory from N. Lat. 40° to N. Lat. 48°, — reaching from Philadelphia to Newfoundland, and from sea to sea, forming Northern Virginia. This Plymouth council first divided the land among the corporators, and afterward issued patents of parts of their territory to different individuals, full of laps and overlaps, and attended with great subsequent confusion.

1624. The London Company was dissolved by James I. for calamities and dissensions; the charter was taken away and the government assumed by the crown.

1626. The lands on which the colony at Plymouth had settled in 1620, were purchased by them for £1,800, with the right of government, and a patent from the council of Plymouth above named.

1628. Some men, forming the colony of Massachusetts bay, purchased of the above council of Plymouth the territory for three miles north of Merrimac river to three miles south of Charles river, reaching from Hampton, N. H., to Dorchester, Mass., and east and west from the Atlantic to the South sea.

1629. King Charles confirmed the Massachusetts (bay) Company in their title to the soil, and at the same time gave them powers of civil government.

1629. In August, the company in England voted that the government and patent of the Massachusetts (bay) Company should be transferred from London to Massachusetts bay.

1691. By the charter of William and Mary, the Plymouth Company, and Massachusetts Bay Company, and the province of Maine, were united.

A glance at the map explains the various grants, charters, and patents. The patent of James, of 1620, as above, is considered the grand source of rights for New England.

C.—Page 75.

DEED.—SAMUEL MAVERICK TO ROGER GARD.

This Indenture made y^e five & twentieth day of November in the seventeenth year of the reign of our Sovereign Lord King Charles by the grace of God of England Scotland France and Ireland King Defender of the faith &c. between Sam^{ll} Maverick of Nodles Island in the Massachusetts Bay Gent. of the one part & Roger Gard of Agamenticus of the Province of Main on the other part. That whereas it pleased the counsell of New England & Sir Fardinando Gorges Knight by their deed indented under the comon seal of the s^d Counsell & y^e hand & seal of the s^d Fardinando Gorges bearing date the three & twentieth day of March in y^e thirteenth year of the reign of our Sovereign Lord King Charles to grant bargain sell enfeoffe & confirm unto the said Sam^{ll} Maverick and other patentees their heirs & assigns forever certain parcells portions or tracts of land woods & wood grounds which appurces situate lying & being on the North side of the river of Agamenticus in New England with divers other priviledges in the s^d deed expressed as in & by the same doth and may more at large appear And whereas the s^d Sam^{ll} Mavericke & William Gefferys Gent. one of the afores^d pattentees by virtue of a former patent for the premisses bearing date the first day of December 1631 unto them and other pattentees granted by the President & Counsell of New England by their deed written in paper under their hands and seals bearing date the eleventh day of June 1637 for the considerations in the said deed expressed did give grant and confirm unto the aforesaid Roger Gard his heirs and assigns forever certain peells of the said land the same to be bounded & set out by William Hooke Gent. one other of the said pattentes and the said William Hooke on the thirtieth day of July 1637 did bound & set out the said parcells of land to the said Roger Gard according to the true intent and meaning of the aforesaid deed as in & by the same amongst other things more at large it doth & may appear Now these psents further witnesseth that the aforesaid Sam^{ll} Mavericke for and in consideration of the great charge & travel the said Roger Gard had bestowed for the advancement and furtherance of the Plantation of Agamenticus aforesaid as also for divers other good causes &

valuable considerations him thereunto moving have given granted bargained sold enfeoffe & confirmed and by these psents doth give grant bargain sell enfeoffe and confirm unto the s^d Roger Gard his heirs and assigns all those several peells or tracts of land hereafter mentioned with all & singular the appurees, and every part & parcel thereof situate lying & being on the north side of the river Agam^{ts} aforesaid and now in the possession of the said Roger Gard viz: one parcell of land bounded with the Cove next below the point of land lying at the upper end of the Long Reach & from the said Cove North East joyning with the land lately set out to Heene: Sympson and from thence up along the river side to the land of John Barrett & Leonard Hunter lately enclosed & from thence North East more one peell of land bounded by the river side from the point of land at the upper end of the Reach next above the Bass Crick with the second Brook or Freshet next above the said point of land and so from those bounds North East and another peell of land near the head of the marsh bounded with the afores^d river on the West side the land of the aforesaid Willia Hook comonly called his farm—on the South side & from thence up to a certain oak near the river side marked for a bound on the North side and from thence Northeast together with a moiety or one half deal of all the marsh ground lying between the farm house of the said William Hooke & the next point of land opposite against it being part of this last parcell of land now granted to Roger Gard and from the head of the s^d marsh Northeast joyning with the land of the said William Hooke all the s^d several peells of land being bounded on the East side with the bounds of Agamenticus. To have and to hold the aforesaid peells of land & all other the premisses with the appurees, unto the said Roger Gard his heirs and assigns forever the said Roger Gard his heirs & assigns yielding paying pforming & doing for our pmisses unto our Sovereign Lord the King his heirs & successors and to the Chief Lord or Lords of the Fee all such rents & reservations according to p'portion as the s^d Sam^l Mavericke and other the s^d Patentees are bound to yield pay pform & do for the s^d severall peells of land & the said Samuel Mavericke doth for himself his heirs and assigns & for every of them covenant promise & grant to & with the s^d Roger Gard his heirs and assigns & to & with every of them by these presents that the said Roger Gard his heirs and assigns & every of them shall & may from time to time & at all times hereafter & by and under y^e rents & reservations afores^d peaceably & quietly have hold occupy possess & enjoy all the afores^d peells of land and all and singular other the pmises with appurees and every part & parcel thereof in as large & beneficial a manner to all intents & purposes as the said Samuel Maverick and other the s^d patentees do or ought to injoy their said land by virtue of the said pattent without the lawful let suit trouble denial eviction or expulsion of the said Samuel Maverick his heirs or assigns or of or by any other pson or psons whatsoever lawfully claiming the same or any part thereof in from by or under him or any of them.

In witness whereof the partys abovesaid to these psent Indentures their signs & seals interchangeably have set yeoven the day and year first above written.

SAMUEL MAVERICK [his Seal].

Sealed signed and delivered in the psence of those whose names are under-written — Francis Champernoone, Tho. Hannerton, Clement Campion.

This deed assigned over unto Geo. Puddington of Gorgeana for a debt of five pounds due from Mr. Roger Gard unto the said Geo. Puddington. Before me Richard Vines of Sacoe Stuard Gen^l. of the Pvince of Main. wit: my hand this 24th Janry 1645.

RICHARD VINES.

York ss. Registry of Deeds. — The foregoing is a true copy of a deed as recorded in Book 1. pp. 118 & 119.

Attest. . *S. C. Adams*, Register.

D.

The following are the papers referred to upon page 246, relating to the commercial interests in which John Yeamans took so prominent a part. It has already been said that in consequence of his efforts, trade was relieved from the burden of the duties levied upon exportations from the sugar colonies (by an unimportant error in the text alluded to as import duties at the place of importation), which duties, in effect, discriminated against home interests and in favor of the French.

THE PETITION.

To the Honorable the Commons of great Britain in Parliament Assembled:—

The Petition of the planters of Sugar and other Inhabitants of his Majesty's Island, Antigua.

Humbly Sheweth. That your petitioners have for many years last past been of very great advantage to the Trade and Navigation of great Britain, and from the nature of their situation, climate, and produce never have or can Interfere with its Trade or Manufactures.

That by accounts taken out of the Custome House Books and sent over to your Petitioners by their Correspondents, it appears, that from the year one thousand seven hundred to the year one thousand seven hundred and thirty there has been imported into great Britain only from the Sugar Colonies one million seven hundred and fifteen thousand and ninety hogsheads of sugar which may be moderately computed to have been sold for twenty-one Million three hundred and ninety-eight thousand and fifty-six pounds sterling besides great quantitys of Cotton, Alloes, Indigo, Ginger, Pimento, and Rum to the Amount as your petitioners verily believe of four millions more for the same time.

That as the Nation formerly bought Sugar and the chief of these other Commodities of foreigners and paid for them in Cash there has actually been a saving to Great Britain by means of the Sugar Colonies of twenty-five millions

and upwards in thirty years time, a sum which has given Employment to numbers of his Majestys Trading subjects, and many thousands of others who for want of it must have been maintained by their several parishes to the Insupportable Load of the Lands of the Kingdom.

But your petitioners beg leave to represent,

That this valuable Trade has been for some time past and still continues in a declining Condition.

That your petitioners pay the same dutys to the Crown now Muscovado sugar sells at fifteen shillings p. hundred as they formerly did when those sugars were valued at thirty shillings per hundred in the book of rates.

That tho' the policy of the British Legislature has laid a Duty of sixty-five per cent. on all french sugars Imported into great Britain as Interfering with our own product; Yet in the Northern Colonies (where there is the same reason for an equal Duty as your petitioners apprehend) the french may Import their Sugars eleven per cent. and their Rum and Molasses four and a half per cent. cheaper than your petitioners, namely they pay no Duty.

That the french may also Import their Sugars to Ireland directly under a less Duty than the English Merchant can do it after the charge of a double voyage British Sugar being by Law to be Landed first in great Britain.

That the french Planters have the advantage of going directly to Market to the Southward of Cape finistere pay less Dutys to the Crown of france than your petitioners do to that of England and draw back all their Duty on Exportation. But your petitioners leave behind nine pence of the Duty on Raw Sugar, and the Refiner near nineteen pence of the said Duty to the great Discouragement of the Exportation of Refined Sugars.

That french Brandys Imported from Dunkirk pay somewhat less Dutys than English Rum.

That tho' your petitioners pay a Duty of four and a half per cent. in specie on all their produce before it is shipped in the Plantation over and above the Dutys paid in England. . . . Yet they and their Predecessors have supported the Government of this Sugar Colonie and built and maintained great numbers of forts and fortifications at an incredible expense with little assistance from the Crowne.

That the Decline of your petitioners Trade is not owing as it has been represented to their Idleness and Luxury for it will appear, plainly out of the Customehouse books in England, that more sugar has been Imported into great Britain for the last fifteen years up to the year one thousand seven hundred and thirty than the fifteen years preceeding by thirty thousand hogsheads a year from all the Sugar Colonies a prodigious Increase of that Manufacture and not to be brought to pass as your Petitioners humbly conceive without the most exact Economy and diligence.

But your petitioners are now greatly apprehensive that instead of Enlarging and Improveing their Settlements they shall be obliged to quitt them to the loss of their Negroes, buildings, and Utensils amounting to several millions sterling which would be in effect so much loss to great Britain together with all the advantages arising from so great a sume employed in Trade.

Your Petitionors therefore humbly pray That this Honourable house will give them such relief as the nature of their Case requires.

Edw. Byam,	Nath. Gibbert,	Jacob Morgan,
Vall. Morris,	Walt ^r . Nugent,	Jn ^o . Murray,
Nath ^l . Crump,	Joseph Todman, Jun ^r .,	Rich. Kirwan,
Jno. frye,	Matthew Williams,	Tho. Kerby,
Geo. Lucas,	Jn ^o . Fyffe,	William Smith,
Geo. Thomas,	Rog ^r . Adams,	Will. H. Kenandene,
Fran. Carlile,	Henry Hancock,	John Barton,
John Morris,	Peter Guichenet,	Thomas Beun,
John Duer,	Jn ^o . Stephen Chardevoine,	Tho ^s . Abney Kerby,
Will ^m . Bulky,	. . Lynch,	Geo. Byam,
William Paynter,	William Lindsey,	Will. Pringle,
Alex ^r . Downs,	Rich. Baker,	Richard Sherwood,
Nicla ^s . Hall,	James Parke,	Tho. Morris,
John Fowler,	Richard Todman,	Ctpher Scandrett,
James Curtice,	Sam ^l . Lavington,	N. Monk,
Ashton Warner,	Robert Addison,	Charles Morris,
Row ^d . Ash Jun ^r .,	James Chester,	Sam. Wickham,
Ed. Byam, old W. P.,	Henry Clinton,	Henry Lyons,
William Sawcolt,	Merrick turnbull,	James Mitchelson,
Will ^m . Mackinen,	Thomas Martin,	John King,
Samuel Watkins,	John Delap,	Wm. Barclay,
Jonas Langford,	James Fyffe,	Tho. Fenton,
Thomas Jarvis,	David Tulledeph,	John Nash,
Stephen Blizard,	James Muir,	Robt. Tuite,
William Paynter,	Jno. L . . .	John Richardson,
William Littlewood,	Sylv. Allicocke,	Zephaniah Richardson,
Thomas Gillyard,	Sam ^l . Lyons,	Jeremiah Nibbs.
Arthur Williams,	James Crawley,	Miles Toppin,
Thomas Gravenor,	Geo. Jenings,	Michael McLester,
James Nibbs, Sen.,	Henry Wallace,	R. Bannister,
Henry Nibbs,	Tho. Hanson,	Sam ^l . Lightfoot,
Henrey Elliot,	Philip Darby,	Sling T. Cressy,
Baydy Otto Bay ^r ,	Jacob Thibon,	John Ronan,
Tho. Nicholay,	William Furnell,	John McLester,
John Frye, Jun ^r .,	John Tomlinson,	Will ^m . Meredith,
Henry Douglas,	Joseph Buckshom,	John Lightfoot,
Thomas Williams,	Tho. Freeman,	Phillip Ronan,
Philip Abram,	Tho. Stephens,	Geo. Crabbe,
George Frankye,	Edw ^d . Chester,	Henry Garret,
Edward Byam, of ye Body,	Tho. Watkins,	William Crabbe,
Rowland Williams,	Benja ^a . King,	Leonard
Edward Williams,	John Tomlinson, Jun ^r .	Barry Anderson,
Sam ^l . Brooke,	John Burke,	John Eliot,
John Sawcolt,	Isaac Royall,	Nicho ^s . Collins,

Benja. Nibbs,	John Pike, Junr.,	James Ayres,
James Brockett,	Samuel Parry,	Peter Martin,
Henry Spencer,	John Parry,	Edward Martin,
John King, Junr.,	John Lambert,	Henry Greenway,
Michl. Burnet,	John Todman,	Patrick Brown,
John Mungomry,	Wm. Williamson,	Benjamin Barnes,
Robert Flloyd,	Samuel Harman,	John Marchant,
Phillip Nibbs,	Robert Nanton,	William Wallis,
Timothy Fowler,	Jos. Lyons,	Thomas Marchant,
Robt. ffreman,	Robt. Christian,	Edward Powe,
J. Sanderson,	Thom ^s . Elmes, Junr.,	George Powe,
Sam. Mayer,	Hen. Symes,	Wm. Rice,
Jno. Gower,	James Taylor,	Anthony Lynch,
William Bowen,	Nicho. Lynch,	Hugh Ross,
Peter Delanoy,	John Grover,	Thos. Wilcox,
Wm. Garratt,	Tho. Elmes, Senr.,	John Verdon,
John Delanoy, Jur.,	Nath. Marchant,	John Hatton,
John Delanoy, Senr.,	Eph. Jordin,	Henry Kipps,
Marmaduke Urlin, Senr.,	John Farley,	John Salter,
Marmaduke Urlin, Jun.,	Francis Farley,	John Prynne,
Sam. Blizzard,	Bernard Orr,	George Reynolds,
Jos. Lavicuntt,	William Hunt,	John Jones,
John Lavicountt,	John Ayres,	Jacob Swan,
Robert Maloun,	John Hunt,	Thos. Speneer,
Bennett Beasley,	Roger Ecterloney,	Benj ^a . Hughes,
John Jefferson,	Th ^o . Bacon,	Thom. Browne,
Thomas Toft,	Jno. Goble,	William Stephenson,
Tho. Vears,	Theodore Walrond,	John Colburn,
Charles Golinn,	Benj ⁿ . Marchant,	Paul Lee Horsford,
Samuel Adjett,	John Poole,	Tho. Wilson Clerk,
Wm. Swon,	Will. Skerrell,	Don. Cammell,
George Hyde,	Richard ffrench,	James Hughes,
Henry Lowry,	Jno. Carson,	Richard Nanton,
James Howey,	Jno. ffletcher,	Richard Chapman,
Joseph Parker,	John Stephenson,	Jas. B . .
James Parker,	Thom. Howey,	Samuell Greaves,
Benj. Wicknam, Jun.,	Benjamyn Ayres,	Rowland Ash, Sr.
John Pike, Sener.,	John Bo . .	

SHORT JOURNAL OF THE PROGRESS OF THE SUGAR BILL.

BY JOHN YEAMANS.

Nov. 1732. The merchants had information given them by Mr. Walpole that he should be glad to do something for the Sugar Colonies this year, and desired to talk with them upon it. The merchants thereupon met and drew

up a state of the case and presented it to him. He told them they should hear from him again when he had considered of it.

The latter end of the month, I went to Bath, and from thence to Bristol, to engage the merchants of that town in our interest, and obtain their assistance. When I came to town, the beginning of December, the merchants wrote letters to Bristol and Liverpool, with copies of our proposals for relief of the Sugar Colonies, and soon after received very satisfactory answers from them.

The beginning of January (1733) I waited upon Mr. Sandys and Sir John Rushout, and begged their interest for the Sugar Colonies, which they were pleased to promise me in very obliging terms. About the 16th, Mr. Matthew met the Club in the City, and gave us an account how far Mr. Walpole had consented to our proposals. The same day I read the Petition I received from Antigua, to the Merchants, and desired their opinion what was proper to be done with it. They unanimously agreed that it should be shown to Mr. Walpole, and his advice followed in that respect.

The 17th. I waited upon Mr. Walpole with it, Mr. Matthew going with me, and showed it to him. He seemed to be of opinion that the presenting it to the House would delay our affairs. We talked over the affair of our proposals, but found we could not get any thing more from him than what Mr. Matthew reported to us he had consented to, but he said he should be glad to see the merchants again.

The 22d. We waited upon him. He stuck to the three points he had agreed to before, and said if we could get Sir J. Rushout to move for a bill, he would second it.

The 24th. I was desired by the merchants to wait upon Sir J. Rushout, and beg him to move for the bill.

The 26th. I attended Sir J. Rushout, but found he did not relish the proposal, however, he said in general he would serve the Sugar Colonies as a member of the House, to the utmost of his power.

The same day, I had information given me that it would be right, before we proceeded any farther, to secure some interest in the House of Lords, and in order to do it to wait upon my Lord President, give him the papers and desire leave for the merchants to attend him. His Lordship modestly desired the merchants would not give themselves that trouble. That he could not promise his vote before he had heard the debates in the Lord's House, but, in general, that he should be ready to serve the Sugar Colonies, as far as he was able, consistent with the interest of Great Britain.

Jan'y 27th. I called upon Sir General Matthews, to consult with him about our further proceedings.

Jan'y. 29th. Called at Mr. Hutchinson's with Sir William Codrington, and went afterwards to the Court of Requests, and endeavored to prevail upon Sir J. Rushout to move for the bill. He said he would talk to his friends, and consider of it, and desired Mr. Foster and me to call upon him two or three days hence. He said if Mr. Winnington was to second him, instead of Mr. Walpole, he believed he should do it.

Jan'y. 31st. Mr. Scrope talked with Sir J. Rushout, but could not prevail. I

saw Sir J. Rushout afterwards in the Court of Requests. He told me he would (be) for any bill that would be for the service of the Sugar Colonies, but could not undertake to move it under Mr. Walpole. They did not draw together, and therefore desired we would pitch upon another person. I went afterwards into the city, and was desired by the gentlemen to attend Mr. Matthews in order to let Mr. Walpole know Sir J. Rushout's resolution, and to ask him whom he will pitch upon to move for a bill; Mr. Winnington, Sir Joseph Eyles, or any one else.

Feb. 1st. Mr. Matthews, Sir William Codrington, Mr. Colman, and I waited upon Mr. Walpole, and told him Sir John Rushout's answer. He then said he would speak to Colonel Bladen. We pressed him on the article of *9d.* and the bounty on refined sugar; he did not peremptorily refuse us. Mr. Colman and Mr. Wood went afterward to Mr. Scrope, who said he would speak to Sir R. and his brother, and did not fear of obtaining both the *9d.* and the bounty. Coach-hire *7s. 6d.* Went afterwards to Mr. Foster's, to engage him to go with me to Lord Wilmington.

Feb. 4th. Mr. Matthews called upon me to let me know Mr. Walpole had pitched upon Mr. Winnington for our chairman.

Feb. 5th. Mr. Lascelles acquainted the merchants that Lord Howe had retained Mr. Sharpe as agent for the Sugar Colonies, and would pay him the same salary as if he was agent for Barbadoes; upon which it was agreed to write to Mr. Sharpe to desire his company, on the 6th instant, at the Angel and Crown.

Feb. 6th. Went to Mr. Matthew, attended the Speaker and Mr. Scrope. The speaker told us Mr. Walpole and several members were soon to dine with him to consider of our affairs.

Feb. 9th. Went to Mr. Winnington's, Col. Bladen's, and the Court of Requests; gave the French Bill of Sales compared with the English and Observations to Col. Bladen, Mr. Winnington, and Mr. Scrope. Neither of these gentlemen, except the latter, give us any encouragement to expect the drawback of *9d.* — Coach-hire.

Feb. 10th. Mr. Wood called upon me, and reported to me the conversation yesterday at the Speaker's, about our affair; present, the Speaker, Sir William Young, Mr. Walpole, Mr. Winnington, Col. Bladen, Mr. Conduit, Mr. Ash, and Mr. Pelham, and Mr. Scrope; the latter strong for the *9d.* as well as the Speaker, Col. Bladen, and Mr. Winnington. Mr. Walpole opposed them with some warmth, and went away out of humor.

Feb. 11th. I sent a letter to Mr. Matthew, telling him I had prepared reasons for granting the *9d.* to be given to Mr. Walpole, and desired him to go to Sir William Codrington and —¹ to him the next day, but he excused himself.

Feb. 12th. Mr. Fleming called upon me and seemed uneasy that he had not been appointed with the rest of the gentlemen to wait upon Mr. Scrope. He desired I would propose to the gentlemen of the Club to send to Mr. Harry

¹ Word uncertain.

Fands to tell him they should be glad of his company. I went to the Court of Requests, where Mr. Fands told me the conversation at the Speaker's. That Mr. Scrope had since been with Mr. Walpole to engage him to comply with regard to the *9d.*, that he had been at Sir R.'s about it, and that he would go again, after which Mr. Fands would report his success to us.

Feb. 14th. Mr. Matthew came to my bedside, and told me that Mr. Walpole had at last agreed to the *9d.* Upon this, I called upon Mr. Fands, at Mr. Scrope's, who told me that there had been a meeting yesterday at Sir Robert's, — present, Sir Robert, Mr. Clayton, Mr. Pelham, the Speaker, Mr. Scrope, and Mr. Walpole; that they all came into the *9d.*; sat upon our affair till ten at night, and were to have another meeting of the same company next Friday, and that he would call upon me on Saturday morning and let me know the issue. Mr. Matthew says Mr. Walpole is to move the affairs to-day in the House, which was accordingly done by him. He moved to go into a committee of the whole house, to consider of the affairs of the Sugar Colonies; but I think that he proposed that the Foreign sugar, rum, and molasses should be under the same duties with the English sugar, rum, and molasses in the northern colonies, and that we should be put upon a level with the French. M—— said the K^t had spoke ad R—g—m, and that she had ordered his affairs to be done and the K—g was to be moved about it in a very short time by the K^t.

Feb. 15th. This day I attended Mr. Walpole with Sir General Matthew and other gentlemen to thank him for moving our affair in the House, and also went to Sir R.'s Levee to beg his favor and interest for the Sugar Bill. His answer was he would do us all the service he could.

Feb. 16th. I went to Mr. Foster's in order to prepare the Bill, where were drawn up several Resolutions for the Committee on Tuesday next.

Feb. 17th, 18th, 19th. Out of order: Mr. Flemmis came to me twice; once from Genl. Matthew, and the other time from Mr. Scrope. From the first to desire I would not mention a *Prohibition* as displeasing to the Ministers from the Letter to get some of the merchants to wait upon Mr. Sandys. Accordingly I told him if the Duties as they now are agreed upon, and as they now stand in the Heads for a Bill, are given us, I am indifferent what they are called, and I would send to some of the merchants to wait upon Mr. Sandys.

Feb. 20th. Attended though much out of order at the House of Commons, where I heard that Fl.(emmis) had reported that I was still stiff for a *Prohibition*.

21st. The House of Commons in a Committee came to several Resolutions in behalf of the Sugar Colonies.

22d. Went to the House where the Resolutions were agreed to.

24th. Dined at Sir William Codrington's, with Mr. Walpole and Mr. Conduit.

25th. Went to Mr. Foster's and agreed the Bill with him.

26th. Ch. Dunbar came to me with several heads to be inserted in our Bill, and told me Mr. Walpole asked him *how much he thought the Duties on Sugar, Rum and Molasses*, into the Northern Colonies would raise. The Bill finished.

Feb. 27th. Sent the Bill to Mr. Scrope. Wood came to me with a message from Mr. —¹ that Mr. Walpole desired the Bill might be divided, there being some parts against which no Petition would be, also, the clause about the Courts of Admiralty being no part of the Resolutions of the Committee — it could not come into the Bill, but must come in by way of Instructions to the Committee with power to receive the clauses.

28th. Went to Mr. Scrope with Mr. Foster. He said he had looked over the Bill, but desired we would meet him and Mr. Walpole, in order to settle it, and desired Mr. Walpole would fix a time.

March 1st. Mr. Walpole fixed Saturday.

March 2d. Went to Col. Bladen's, carried a copy of the Bill with me, read it over to him. He approved of it. Mem. Mr. Scrope willing to give the Honr of the Bill to Mr. Walpole. Dined at Fleming's with Arnold. Fleming has been several times desiring I would get Arnold to write for us. I was of opinion 'twere best for us to be on the defensive, and rather than begin ourselves, reserve our strength to answer objections.

March 3d. Settled the Bill with Mr. Walpole, Mr. Scrope, Mr. Sharpe, and Mr. Foster, at Mr. Walpole's.

March 5th. Bill was read a first time.

March 7th. Mr. Dunbar from Col. Bladen, came to me and proposed the *man-of-war* clause.

March 9th. Went to Court of Requests in expectation Bill would be read a second time, but it was not.

March 10th. Went to Mr. Walpole's and Mr. Scrope's about paying the fees of Sharpe.

March 12th. Mr. Scrope told me there was nothing in what had been suggested about the fees of the house, and that our Bill would be read a second time this day. I told him about the clause impowering the Captains of the King's ships to seize &c., and also the clause against combining; he said that it was his opinion that we had better be content with the Bill as it now stands, without overloading it. Mr. Walpole told me the Bill should be read to-day, and committed for Thursday or Friday. Omitted, — March 6th. Partridge, the Quaker, petitioned on behalf of Rhode Island to be heard against our Bill. The Petition was not received but rejected, 140 against 112; on the account of its being a money bill. This day the Bill was read a second time, (*viz.* March 12), and committed for Friday next, March 16th. Our Bill was put off to Monday 19th on occasion of the debates concerning the Excise on Tobacco.

March 19th. The Bill was committed, and some amendments made by the House. Attended the debates; they read through the Bill.

20th. The report was made, and agreed to by the House. Only Alderman Barnard opposed the Bill. 'T was ordered to be engrossed.

21st. Engrossed, and had a third reading, and passed. Went in the afternoon to the Angel and Crown. Appointed of the committee to draw up a case.

¹ Name illegible in the MS.

23d. Met at the Temple, and considered heads of our case (coach-hire, 1s.). Mr. Foster, Mr. Sharpe, Mr. Frye, Mr. —, and Mr. Lascelles.

April 3d. The Bill was read a first time in the House of Lords, and ordered to be engrossed.

April 5th. The Lords received a petition against our Bill from New England and Rhode Island, and ordered it to be heard the 12th inst.

Put off April 12th to Thursday, 19th inst. An objection made to the Bill by the Lords on account of privilege, the Lords saying it is a *private* Bill, and therefore ought not to be sent to them as a *money* bill. Went to the Speaker to see how far the objection was reasonable. He thought the latter clause a slip, and ought to be overlooked by the Lords, but that the Commons could not originally have sent it up in any other shape than as a money bill; said that he would speak to Sir R. to get the Lords together, in order to accommodate the matter. Mr. W—— of opinion that the Bill would pass; nay, he said, when I waited upon him, that it must pass. Mr. Matthew writes to me, Apr. 14th, to the same effect, though Mr. W. has been told he is charged with treachery. Petition from New York, Pennsylvania, and South Carolina, against our Bill.

The Lords put off the second reading of our Bill to Monday, Apr. 29th, when the Northern Colonies went through their evidence. Among the rest, Mr. Merse¹ said, that a gallon of French molasses distilled into rum, made a clear profit of 12d, and Capt. Bass said, the French threw away their molasses before the English took it off their hands.

April 24th. Went through our own evidence, who were Mr. Matthew, Mr. Flemming, Mr. Martin, and Capt. Thomlinson, and committed the bill for Tuesday the 1st May.

April 28th. Lord Bathurst told Sir William Codrington that he feared but two Lords, one, my Lord Wilmington, who, in point of form, would be for leaving out the last clause of the Bill; the other, my Lord Falmouth, who was against us throughout; as to the latter, he would be put into the chair, and the former must be brought off. I waited upon Mr. Walpole to let him know this. He advised me to go to Lord Wilmington, and ask it of him as a favor to let our clause stand. Accordingly I did. I told his Lordship I came to beg a favor of him in behalf of the Sugar Colonies; that if his Lordship had no objection to the substance of the Bill, he would have the goodness to permit the last clause to go without any amendment. I permit it, said my Lord; I am but one. We are sensible, says I, that if your Lordship makes the motion, that it will be agreed to by the House, and we are apprehensive, in case it goes down again to the House of Commons, there will be some difficulty. Well, says he, though I think the last clause an absurdity, if no other Lord moves for altering it, I wont meddle with it.

May 1st. Our bill was put off to Thursday, May 3d.

May 3d. The Lords resolved themselves into a Committee upon our Bill; Lord Falmouth in the chair; went through it, and reported it to the House without any opposition or amendment.

May 4th. The Bill had a third reading, and passed the House of Lords.

¹ This name doubtful in the MS.

Some Thoughts on the Bill now depending for encouraging the Sugar Colonies, humbly offered to the consideration of the Honorable the Members of Parliament.

That it is supposed, the Bill is intended to be effectual for the purposes therein mentioned.

That if sugar be excepted (as some seem inclined it should), it is conceived it will not be effectual for the purposes therein mentioned.

That if syrups, dabb, or any other produce of the sugar-cane be not prohibited, it is conceived, it will not be effectual for the purposes therein mentioned, and that for the following reasons:—

1st. If sugar be not prohibited, the French will part with their worst sugar, rather than want things absolutely necessary to the making, curing, and exporting it, namely, lumber and horses; and the advantage of that trade is so great to the Northern Colonies, that they can afford to distil such bad sugar into rum, and get more by it than by any other trade they now drive.

2dly. As the French have large tracts of new, rich land, they must necessarily have great quantities of very bad sugar, of little value in the European markets, which they will truck for lumber and horses, rather than want them; and that will come so cheap to the Northern traders, that considering it will make a great quantity of rum in proportion, it will serve their turn almost equally with molasses, at the price they now buy it.

3dly. That new, rich land will not make good sugar, until it has been matured at least seven years; and what it wants in goodness it makes up in quantity, and is generally called dabb, very fit for the Northern trade, instead of molasses.

4thly. That the French, having all some new land, those who do make sugar will plant as much of this land as will supply them yearly with dabb, to purchase horses and lumber.

5thly. That they will boil up the juice of all their bad, rotten, rat-eaten, sour canes, which they now throw away, and of which the English planters make rum, into syrups, which they can afford to sell as cheap as they now do molasses.

6thly. That if all the produce of the sugar-cane be not prohibited, they will, by the advice of the Northern traders, boil up the juice of all such bad canes, skum and all together, which will be neither sugar, syrups, or molasses, and which, as yet, has no name, and which they can sell even cheaper than they now do their molasses.

7thly. That molasses is, properly and only, what drains from the sugar, and consequently all or any of the forementioned species is not molasses, and may be imported into the Northern Colonies, notwithstanding this Bill, as it now stands.

8thly. That the truth of the facts before mentioned may be depended on, and is ready to be attested.

E.—Page 253.

COPY OF JOHN ADAMS'S OPINION

On the Will of Shute Shrimpton Yeamans.

Shute Shrimpton Yeamans of Richmond, in the County of Surry, Esq., by his Will, Aug. 4, 1768, devises all other his Lands, Heredits, and Real Estate, in Antigua, New England or elsewhere, unto Berners, Gunthorp, and Mercer and Greenough, their Heirs and Assigns forever, upon the *Trusts*, and to and for the *Uses, Intents, and Purposes*, therein after mentioned (that is to say), *In Trust to receive the Rents, Issues, and Profits* thereof, untill one of his Sons should attain the age of twenty-one years, or untill both of them should depart this Life without Issue, and to *pay, apply*, and dispose of such *Rents, Issues, and Profits* according to the Direction of his said Will and subject thereto. To the use of his son John and the Heirs of his Body lawfully issuing, and for default of such Issue, to the use of his son Shute and the heirs of his Body lawfully Issuing, and for default of such Issue then to the use and Behoof of his Aunts Chauncy, Greenough, and Hyslop, and the Heirs of their respective Bodies lawfully begotten or to be begotten, as Tenants in common and not as Joint-tenants, and for default of such Issue to the use and Behoof of his own right Heirs forever.

The Question is, Upon the Death of both the sons without Issue, Whether the Aunts can obtain the Possession of this real Estate? or in other words, whether this Use is executed in the Aunts by the Statute of 27 H. 8, c. 10.

My opinion upon the whole is, that this Use is not executed by the Statute, but that the Land must remain in the Trustees to enable them to perform the Trust, i. e. to receive the Rents, Issues, and Profits, and pay, apply, and dispose of them according to the Will.

It is true that the Statute mentions Trusts as well as Uses. The words are, “that when any Person or Persons stand or be seized, &c., of and in any Honours, Manors, Lands, &c., to the *Use, Confidence, or Trust* of any other Person or Persons, &c., that in every such Case all and every such Person or Persons that have, &c., any such *Use, Confidence, or Trust, &c.*, shall stand and be seized, deemed and adjudged, in lawfull Seizin, Estate, and Possession, of and in the same Honours, &c., and that the Estate, Title, Right, and Possession, that was in such Person or Persons, that were seized, &c., of any Lands, &c., to the Use, Confidence, or Trust of any such Person or Persons, &c., be from henceforth clearly deemed and adjudged to be in him or them, that have, &c. such Use, Confidence, or Trust, &c.

It is also true that there has been some contrariety in the Judgments of Courts upon this Statute.

2 W. & M. in Seaccario. In 2 Ventris. 341, the Case of Burchett and Dur-

dant, the Court resolved it to be only a *Trust* in Durdant, for the words were that Higden should *permit* him to take the Profits, which shews that the *Estate* was to remain in Higden.

1 Ann. B. R. But in 2 Salk. 679, *Broughton vs. Langley*, Holt, C. J., pronounced the Judgment of the Court, that what at common Law was a Trust of a Freehold or Inheritance, is executed by the Statute, which mentions the word *Trust* as well as *Use*, and that the Case in 2 Vent. *Burchet and Durdant*, is not Law.

Yet in 1 Salk. 228, *South v. Alline*. The Defendant had Judgment by the opinion of Rokesby and Eyre, against Holt, C. J., who said he was not satisfied, and seemed strongly to incline that the Executors were *Trustees* for the wife, because of the words *to be paid by the Executors*.

However Judge Blackstone in his Com. 2, p. 336, informs us, that by more modern Resolutions, where Lands are given to one and his Heirs in Trust to receive and pay over the Profits to another, this Use is not executed by the Statute, for the Land must remain in the Trustee to enable him to perform the Trust. See also Vin. Abr. Tit. Uses page 277, 48.

JOHN ADAMS.

Braintree, Aug. 4, 1774.

To the Rev^d. Dr. Chauncy and Wm. Hyslop, Esqr.

F.—Page 403, 405.

GOVERNOR STRONG'S COURSE IN THE WAR OF 1812.

Further consideration has led the author to feel that the limits of this work will not allow a sufficiently extended explanation of the motives and conduct of Governor Strong. He is obliged, therefore, to omit the fulfilment of this purpose, in the hope that another opportunity will enable him to make use of the voluminous papers in his possession relative to the transactions of that period, and of his own recollections of the chief who honored him with his confidence.

The facts in the case, summarily stated, were these: That Governor Strong acted, in disobeying the first requisition for troops, as narrated on page 398, from an honest conviction of the unconstitutionality of the requisition; that when the exigency did exist, he did all in his power to comply; and that he did at all times exhibit an active determination to defend the State under his government.

In disobeying the requisitions of 1812, Governor Strong clearly acted from a sincere view of his own obligations under both the State and general constitutions. Not only was he obliged to sustain the rights of Massachusetts by his oath to that effect, but the constitution of the United States itself recognized the

rights of the individual States, stating, "that the powers not delegated to the United States by the constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people."

Among the powers thus delegated to the United States by the constitution were these, viz.: To provide for the common defence and general welfare of the United States; to regulate commerce with foreign nations and among the several States; to declare war; to raise and support armies; to provide and maintain a navy; to provide for calling forth the militia to execute the laws of the Union; to suppress insurrection and repel invasion; to coin money; to lay and collect taxes, duties, imposts, and excises; to provide for organizing, arming, and disciplining the militia, and for governing such part of them as may be employed in the service of the United States, reserving to the States respectively the appointment of the officers, and the authority of training the militia according to the discipline prescribed by congress. It also provided that the navy should be under the command of the President, who should also be the commander-in-chief of the army of the United States, and of the militia of the several States when called into the actual service of the United States.

If in addition to the delegated powers, the States had ceded to the national government those of officering and training the militia, and had yielded the entire control of their physical force in all cases without exception, they would have enabled the President to assume unlimited control without any means of resistance, or at least, would have ceded the chief emblem of State sovereignty, and have rendered themselves wholly dependent upon the government to which these powers had been granted. If the federal executive had not the control of the militia, how could he protect the States from invasion, as required of him by the constitution, especially when assailed by a foreign enemy; and on the other hand, should the physical force of the States be unqualifiedly yielded to the national government, and thus placed beyond their control, they would have relinquished their State independence. To prevent an undue concentration in the national executive, in peace as well as war, and at the same time to prepare for the emergencies of the latter, the control over the militia was ceded to the President in the three cases specified in the constitution, and in these only. With these exceptions, the militia was left under State regulation.

Upon the true construction of the constitution arose an honest difference of opinion between the President and Governor Strong, which was to decide when either of the three cases existed in which the President had a right to call upon the State for the militia and the Governor was obliged to comply; the President contending that he was the judge of the exigency, and the Governor, that he was not obliged to comply with the call for the militia of his State unless in his opinion the exigency actually existed. There had then been no judicial decision upon the subject, and from the ambiguous terms of the constitution, there was room for a difference of opinion between the two high powers as to which should judge of the exigency. The President, from his correspondence and from the actual position of our relation to foreign powers, might seem to be the proper judge, whether in addition to the other military forces

under his command it was necessary to employ the militia; while the Governor, from his residence in the State where the militia was to be employed when called for, was better enabled to judge whether the exigency upon which the call was made actually existed. But whichever may have been right, the State during the continuance of the war suffered no inconvenience from their difference of construction, but was in all cases amply defended. Taking into view also that the first requisition was a violation of that part of the constitution which provides that the militia, when called into the service of the United States, shall be commanded by their own officers under the organization prescribed by congress and in proportion to the number of privates requested, the course of the Governor in resisting an illegal call is seen to be clearly within his oath of office as he understood it. The fact that his interpretation also was based upon an opinion of the Supreme Judicial Court of Massachusetts, signed by the three eminent jurists, Theophilus Parsons, Samuel Sewall, and Isaac Parker¹ (each of whom in turn held the high office of Chief Justice of that court), is sufficient to relieve him from the partisan charge of contumacy.

Governor Strong did, however, take all the measures he thought to be within his province. This is seen particularly in the employment of the executive agent to Maine. And as the instructions given to him explain more minutely the views of the Governor, they are here inserted.

As already stated (page 494), the accounts which Adjutant-General Brooks received from the District of Maine were so confused and contradictory, that he could not deduce from them the true state of affairs in any threatened position, nor advise the Governor what means were to be adopted, or what number of troops should be stationed in any such locality. He spoke of this difficulty to Lieut.-Col. Sumner, first aid-de-camp to his Excellency, who was in the habit of visiting the office of the Adjutant-General daily during the war, and said to him: "I have an errand for you to do if it will be pleasant to you; that is, to go to Maine as the eyes and ears of the department, and to report to me the true condition of things in the exposed places." Col. Sumner answered that he would readily comply with the request, if his reports were not to be mixed up with those of other authorities and persons, whose numerous and contradictory statements had already caused so much embarrassment, but should be taken as representing *the true state of affairs*. The Adjutant-General replied, "The truth is what I wish you to go for, and without doubt, your reports will be the foundation of the acts which the government will hereafter take." This conversation took place in the beginning of September, say the 4th or 5th day, and at its conclusion the Adjutant-General said: "I will submit this proposition to the Governor, and you will probably hear from him soon." Col. Sumner visited the office for several subsequent days, but nothing being said relative to the proposed journey, he concluded that his services would not be needed. In this, however, he was mistaken, for on Friday morning he received a message from the Governor requesting his presence in the council-chamber. Here the Governor told him what the Adjutant-General had proposed, and said that he had laid the subject before the council (of which Gen. Brooks

¹ Council Records, Vol. 26, pp. 99 and 105.

was a member), that they had deliberated upon it for several days, and had that day come to a decision. He said that the council concurred with him in the opinion, that, although he as commander-in-chief had given instructions in his general orders to all the Major-Generals how to act in any contemplated exigency, yet as Maine was so far distant that frequent communications could not be received nor special orders given, it was desirable that he should have a general agent upon the ground, who could communicate to these officers his views in any emergency which might arise. The Governor also said, that, from Col. Sumner's relation to him, and from their frequent conversations, he was well acquainted with his views, as has been before stated, and that he fully approved of the Adjutant-General's nomination. But he added that he was not in favor of sending an agent with such limited powers as the Adjutant-General had proposed, and that he should extend those which would be confided to any agent he should appoint; that it was not unusual for the commander-in-chief to have a supervising agent to report to him in cases where he lacked entire confidence in the commanding officers; and, on the authority of Judge Johnson of Connecticut, who was in the same congress with himself, he stated that General Washington sent his aid-de-camp, Col. Hamilton, to the head-quarters of the northern army, then under the command of General Gates, to report to him whatever might seem to him of importance. Gov. Strong expressed in this conversation his entire confidence in the several officers to whom his orders had been addressed, and named particularly General Sewall, and General King (the latter of whom, although of opposite politics, he said had always executed his powers discreetly); but under the present threatening aspects, he thought they would all prefer to have an executive agent with whom they could consult. He then told Col. Sumner, "Mr. Whitwell (then acting as temporary secretary) is writing out my instructions, which will be handed to you after your conference with the commissioners of sea-coast defence, who, being conversant of the measure I propose to take, are now waiting to see you. You will find me at my lodgings at Mrs. Hatch's." Upon the observation being made that the conference with the commissioners might extend far into the evening, the Governor replied that he should not go to bed until he had seen him, if it was ever so late. Accordingly Col. Sumner left the council-chamber and repaired to the Quartermaster-General's office, in which the commissioners held their sessions. After a long conversation with the commissioners, he was requested to call in the afternoon and receive the instructions of the Board, which Col. Pickering was then preparing. He did so, and the conference was so protracted that he did not reach Gov. Strong's quarters until about ten o'clock. After the customary salutations, the Governor commenced by saying, "I suppose from the long interview which you have had, that you are fully possessed of the objects to which the commissioners of sea-coast defence have directed your attention; but, in my opinion, it is not proper for you to go on such an undertaking under their authority without the especial instructions of the commander-in-chief. He then handed to him an unsealed letter, which he was told he might read on arriving at Portsmouth, which place would first demand his attention. He said he had just received an urgent com-

munication from Capt. Hull, who was then building at the navy-yard on the Maine side of that harbor, a seventy-four gun ship, stating the danger to which it was exposed, as the enemy, although it might not think it prudent to attempt to pass the forts on the Piscataqua, yet might land on York beach and march up unmolested and take an elevated position near him, whence they could fire rockets into the building yard and burn his ship on the stocks.

"With your Excellency's permission," said Col. Sumner, "I will not defer reading the letter until I reach Portsmouth, but will open it now, that I may have the benefit of your construction of any doubtful point that may suggest itself." Consent being given, he commenced reading it aloud.

"SIR,—As the commissioners for military defence have appointed you their agent to repair to the District of Maine, and to assist in providing every practicable means of defence for that part of the State, I will suggest to you such circumstances in relation to that subject as have occurred to me."

As soon as Col. Sumner had read this first sentence, he stopped and asked the Governor whether the letter contained any limitation to those powers. "Not that I know of," said he. "Then," said Col. Sumner, "I hope your Excellency will excuse me from undertaking the mission." The Governor answered, "I thought the Adjutant-General informed me that you were ready to go?" "Yes, your Excellency, but not with such powers as these; but as eyes and ears, to see and hear and report the true state of affairs in that district." Governor Strong replied, "True, but I told you yesterday I should extend your authority to other objects, and my letter contains the powers I propose to confer upon you without limitation or restriction." "Does your Excellency mean that I am to issue any general order to call out troops?" "No," he replied, "the commanding officers of divisions already have that power; but you will confer with them respecting its exercise." Col. Sumner replied, "I hope your Excellency will excuse me for observing, that, although my first commission as your Excellency's aid was in 1806, yet I have had no experience in the field, and therefore feel incompetent to execute your instructions. You will please remember, Governor, that you propose to send me into a district of the State which is wholly opposed to you in politics." "I was aware of that when I wrote you this letter," said he. "Then I most earnestly solicit you to excuse me from the duty." "Do you not hold a commission, sir?" said the Governor. "Your Excellency knows," replied Col. Sumner, "that I hold a most honorable one." "I always thought when an officer received a request from his superior, he would consider it as an order." Col. Sumner replied, "I hope your Excellency will consider the delicate position in which I, without any adviser, am to be placed. Your Excellency is in an intelligent and friendly community. You have an executive council; the heads of all the departments of the State government; the commissioners for sea-coast defence; the Quartermaster-General, and an Adjutant-General, in whose military experience the whole State has the highest confidence; while I, a young man, unadvised and alone, am sent into a district which is hostile to you in politics, and which will rejoice to catch me tripping that you may fall." The Governor, acquiescing in the truth of this remark, replied, "There are times, Col. Sumner, when all

men must take their share of public responsibility, and now is yours." Col. Sumner bowed obedience, and read the letter, which is as follows:—

"BOSTON, September 10th, 1814.

"SIR,—As the commissioners for military defence have appointed you their agent to repair to the District of Maine, and to assist in providing every practicable means of defence for that part of the State, I will suggest to you such circumstances in relation to that subject as have occurred to me.

"The major-generals or commanders of divisions are authorized, in case of invasion or imminent danger of it, to call out such part of the militia as they may think necessary for the protection of the exposed towns; in forming a judgment in cases of this kind we have ground to expect that no men will be more impartial, as on the one hand they will be solicitous to afford reasonable protection to the inhabitants on the coast, and on the other will be unwilling to call the militia from their homes except in cases of necessity. Hitherto, experience has served to confirm these expectations, for, so far as I have been informed, those officers have conducted with great prudence and discretion. As we can only conjecture what are the views of the enemy, and the state of things is continually changing, it is impossible to ascertain beforehand, and at a distance, what measures may be necessary; they must therefore for the most part be referred to the commanding officers of the militia who are in the neighborhood, and in whose judgment I repose full confidence. You will confer with them, and such other officers as you may judge proper, on the subject of defending the coast, and will give your aid for the march of detachments or whole corps for the defence of any port or place that may be deemed to require support.

"Portland will deserve your first attention, unless you find on your way thither that Portsmouth is immediately menaced, in which case you will confer with Gen. Ichabod Goodwin, and make the requisite arrangements with him to meet the emergency before you proceed further. The several major-generals will communicate to you the orders under which they now act, which, with the instructions you will receive from the commissioners and your knowledge of my ideas on the subject of defence generally, will assist you in guiding your judgment.

"I observe that the people of Portland have proposed that the militia to be called out shall be put under the command of Gen. Chandler. If the militia are satisfied with that arrangement, I should make no objection to it. The United States, I presume, have made contracts for the supply of the troops called into service in the District of Maine, and it is desirable that the militia, who may be now on duty, should be supplied in that way.

"I wish you to inform me, or the commissioners, of whatever may appear to you of importance, and am, with sincere regard,

"Your obedient servant,

"CALEB STRONG.

"COL. WM. H. SUMNER."

When Col. Sumner had finished the perusal of this letter, he remarked to the Governor, that if he rightly understood it, it gave to him his civil as well as his military power, and asked him if it was his wish that under any circumstances he should order troops into the service of the United States. The Governor answered, "Certainly, if they will feed them, and if they can occupy such favorable positions in the national forts as will best secure the safety of the harbors they were built to defend. You remember," said he, "that I told you of a conversation I had with Chief Justice Parsons at the beginning of the war, when an order was promulgated for detaching three companies and placing them in such situations as should best give security to Eastport and other towns on the eastern frontier, which had petitioned for protection from the predatory incursions of the enemy. The Chief Justice said that he saw by the newspapers I had issued such an order, and he feared if I had done this it would be considered as indicative of a disposition, on my part, to join with the government of the United States in a war which involved our best interests, and would bring certain ruin upon the commercial interests of the country. I told him I had no such disposition, and that, as he well knew, I was opposed to the war, and would not have ordered out the militia unless I thought my duty required it. 'Why so?' said the Chief Justice; 'congress has declared the war, and it is the duty of the national government to protect the inhabitants from its consequences.' That is true, I said, and they have a right to call upon me for assistance in certain cases. There are but three of these enumerated in the constitution, and when either of them exists, I feel bound to comply with the President's requisition as an existing exigency. 'Who is the judge of the exigency,' said he, 'the President or yourself?' I answered, the Governor of the State, and not the President. 'I agree with you in that construction of the instrument,' replied the Chief Justice, 'and ask, if you are the judge of the exigency, why you have involved us in actual war?' It is not I, but the enemy, that has done it by invading our territory, and the evidence in the council-chamber shows that one of the cases supposed by the constitution exists, when the Governor is obliged to call out the militia upon the request of the President. 'Do you then,' said the Chief Justice, 'consider this such a case as renders it necessary for you to plunge the State into a foreign war?' I answered, I do not thus intend, but I cannot allow my fellow-citizens there to be the defenceless subjects of invasion while I command the militia; and whether the President or myself is to judge of the exigency, I feel equally bound with him to defend the inhabitants of my own State, for I am, under the oath of office, bound to support the constitution of the United States as well as he, and my oath is equally binding upon me as his is upon him, and something more. I am also bound to support the constitution of my own State. The representations of the enemy's predatory incursions into our territory come to me from our own citizens residing upon that frontier, the truth of which cannot be doubted, and my council having considered it a case of invasion such as is described in the constitution, I feel bound under my oath, to comply with the President's request. The Chief Justice then left me with the remark that he thought I had given up the main point of controversy between the State and national government, and he feared we should suffer in consequence of the precedent which had thus been

established." The Governor then remarked to Col. Sumner, "Although I failed to convince the judge of the propriety of my course, I have myself ever been satisfied with that decision. You may govern yourself by the principles then established, if the case again occurs. Now, however, there is no doubt about the danger of invasion along the whole sea-coast. In fact, the national government having withdrawn all its troops from the forts, we are left for defence, in case of any attack, to our own resources. The enemy have already cut off that part of the District of Maine which is beyond the Penobscot, and have a fleet in that bay, with troops on board, sufficient to make a serious attack upon any of our seaports. Indeed, I am determined the State and every harbor in it shall be defended, whether the troops are placed in the service of the United States, or retained under the command of their own officers."

Col. Sumner then asked the Governor whether any effort should be made to drive the enemy from Castine, or from any part of the territory east of the Penobscot which they then possessed. He answered, "No; the militia is for defence, and it belongs only to the government of the United States to drive the enemy from the territory which they have invaded, and not to the State. But mind you this," he continued, "I will not have my militia officers, when they are ordered into the service of the United States, disgraced, as they have been here, by being placed under the command of a broken officer of the militia. You know that this was the case when Lieut.-Col. Page and other officers, who were detailed into that service, and ordered to report to Major-General Dearborn, who had his quarters in Boston. When they did so they were directed by him to repair to Fort Warren. Upon compliance with this order they soon found themselves under the command of Lieut.-Col. Joseph Loring, who then held a commission of that rank in the U. S. army. This was the same officer who, then holding the commission of major in the same brigade with Lieut.-Col. Page, his superior officer, had recently been broken by a militia court-martial. You also know that Col. Page considered this so great an indignity that he, with Col. Dudley and other officers, came to the Adjutant-General's office and made complaint of the disgrace. Although this complaint was well founded, Gen. Brooks told them, that as they were in the service of the United States, the State authorities had no jurisdiction over them, and they must apply for relief to Gen. Dearborn, commander of the United States troops in this district. This case," said Governor Strong, "is not likely to occur again, but other cases may; wherefore I require that all my officers shall be treated with that respect which their commissions under the authority of the Commonwealth of Massachusetts entitle them to receive."

These and other questions being disposed of, Col. Sumner inquired, "When does your Excellency wish me to go?" "By sunrise, if you can be ready so early," was the answer. "I hope your Excellency will give me time to get my horse shod." "Yes, I will, but you must tell the blacksmith not to take too much time in filing his hoofs!"

The proceedings of Col. Sumner in pursuance of these instructions need to be detailed only so far as they still further illustrate Governor Strong's principles of action. He set off early the next morning, and by the middle

of the afternoon arrived at Portsmouth. As the harbor at that place required his first attention, he sent a letter by an express messenger to Major-General Goodwin, at Berwick, informing him of his powers and objects, and requested an interview at Portsmouth without delay. Gen. Goodwin sent a reply, in which he demurred acceding to that request, on the ground that as sheriff he was obliged to meet the court at Alfred the next day. To this, Col. Sumner returned an immediate answer by the same messenger, that in time of war the civil power must give way to the military. This produced the desired effect, and General Goodwin appeared at Col. Sumner's quarters in Portsmouth at early daylight. They immediately visited Capt. Hull to devise means for defending the navy-yard, and found that although he had asked Gov. Strong to order out troops for that purpose, yet he had no power to provide for them, nor had Capt. Walbach, whom the Executive Agent and General Goodwin proceeded to visit at Fort Constitution. Capt. Walbach fully concurred with Capt. Hull in the opinion that troops were necessary for the protection of the harbor, and named four hundred, although without means for their supply.

In an interview with the Hon. Jeremiah Mason and Daniel Webster, Esq. (both of whom were members of the Committee of Safety in Portsmouth, which had desired the assistance of Massachusetts in the defence of that harbor), the Executive Agent expressed the feeling, that New Hampshire, having but one port, ought to defend that without calling for aid upon the militia of a State with such an extensive frontier as Massachusetts. They replied that Gov. Gilman had called upon the militia of the State for a sufficient force to defend Portsmouth harbor, but that such was the disorganized condition of their militia they could not be expected on the ground under fifteen days, and if Governor Strong did not order his troops to protect them, they would be left defenceless in the mean time. If the Governor did not do it, they could only say that they differed from him in the construction of his powers and duties.

Col. Sumner reported his day's proceedings to the Adjutant-General, and recommended that two hundred troops should be placed in Fort McCleary, and that the several companies of the militia of York and Kittery, together with Capt. Lyman's company of artillery, should be instructed to be on the alert in case the enemy should attempt to land on York beach, and left the decision to the Governor, who, from the proximity of his position, could easily communicate his orders. This recommendation was complied with in an order to Major-General Goodwin to make the detachment and the proper arrangements.

Leaving Portsmouth, Col. Sumner hastened on towards Portland that afternoon. Stopping at York to bait his horse, he found some six or eight companies there assembled, but ignorant of what to do; and in compliance with the earnest desire of his old friend Capt. Lyman, and perceiving that there was no other way to instruct such a multitude, Col. Sumner addressed them as they crowded around the tavern, advising them especially in regard to an apprehended landing of the British on York beach with the purpose of marching to the high grounds of Kittery, which overlooked the navy-yard, and directed them after putting their arms in order, to oppose any landing, take up the bridges on the road, and, covered by the thick woods and stonewalls, to annoy the enemy by their sharp-shooting, in which, from their practice of killing game, they ex-

celled, and thus with the aid of Capt. Lyman's Sea Fencibles, in the strong positions they would occupy, at least a day could be gained and time allowed for reinforcements to pour in from the country. Col. Sumner was here met by a messenger from the Committee of Safety in Portland hastening to the Adjutant-General's office in Boston. He stated to him his authority, examined the despatches, and learning the state of affairs, sent the messenger back with information that he was on his way to Portland with the Governor's instructions, and would reach that town the next day. He arrived at that time, although stopping on the way to consult with various Committees of Safety who presented themselves in Wells, Kennebunk, Arundel, Saco, and Biddeford.

On arriving at Portland, his first inquiry was for the head-quarters of Major-General Richardson, and upon repairing thither, Gen. Richardson stated to him that the troops of the whole surrounding country were pouring into Portland at the request of the Committee of Safety and of the magistrates, with whom the committee was authorized to advise; that the ships had been taken up the rivers to places of apparent safety, and the forts being unmanned, the harbor presented a deserted appearance. Affairs were in a complicated state from the fact that the magistrates, in the advice that they gave were actuated to a great extent by partisan motives. Relieving himself of that difficulty by declining to consult with them on the ground that his instructions permitted him to advise with the Major-Generals and the Committees of Safety only, the Executive Agent found another difficulty in adjusting questions of rank between Brigadier-General Chandler of the United States army, sub-superintendent of the U. S. forces in Maine, and Major-General Richardson of the militia. The same jealousy existed here on the part of the militia as in Massachusetts proper, and the same ambition for command on the part of the United States officers. For a difficulty had occurred similar to that in which Gen. Dearborn had involved Colonels Page, Dudley, Warren, and others, at Fort Warren, by placing Major Lane, of the United States army, over Major Weeks, of the detached militia, who was in command of Fort Scammel, without bringing a single additional soldier under him. To reconcile these difficulties, the Executive Agent placed a State fort (Burroughs) fully armed and equipped in the service of the United States, to which, with a distinct command, Major Weeks was assigned.

This produced a reconciliation, after which the Executive Agent advised Gen. Richardson to order the number of troops which General Dearborn had requested into the United States service, upon the pledge of Gen. Chandler, that the officers of the militia should be continued in their respective commands; and although the jealousy of the militia afterward prevented their being actually mustered into the United States service, they were practically employed for the same purposes by an arrangement which the Executive Agent made with Gen. Richardson, to act as a volunteer, and to report in case of attack, to Col. Starks, Gen. Chandler's successor. The forts in the harbor, being embargo forts, intended to keep the American vessels in, rather than the enemy's out, were finished by the militia as fortresses of defence. With the exception of the eleven hundred required by the United States, the great number of troops was then dismissed, having been furnished with quarters and supplies at the expense of the State. To reconcile these difficulties was a work

of great care, caution, and concession on the part of the Executive Agent and others in command who concurred with him.

Similar confusion existed at Bath and Wiscasset, to which Col. Sumner then repaired. After questions of rank between Major-Generals Sewall and King had been adjusted (the former being the elder officer, and the latter claiming that as the troops were all from his division he should have the command), a part of the troops of the two divisions under those officers were offered for Gen. Dearborn's acceptance. He at first declined to receive the detachment, unless it was organized in the same manner as a regiment of the regular army. Gen. King, although friendly to Gen. Dearborn, refused to reorganize it on that principle, and observed, "that if this plan was pursued and acquiesced in, the State would never afterward get respectable men to command the militia." The result was that Gen. Dearborn agreed to their organization into two battalions, each under the command of a lieutenant-colonel, and Col. McCobb, an officer of the United States army, was authorized to receive them into the United States' service.

Another difficulty arose from the inability of the United States contractor to furnish supplies; he, not having anticipated so large a number of troops, had neither provisions nor money, and the credit of the United States government was insufficient for the purpose; — it was therefore agreed, after mutual consultation, to retain them in the service of the State, as the only method of obtaining necessary supplies. This was done by the Executive Agent upon the credit of the State, by a contract with Joseph T. Wood. These troops were employed under their own officers, in the service of the State, with the advice of General King, the confidential agent and correspondent of General Dearborn, who supplied them with a ton of powder.* As a result of measures which cannot be more minutely detailed, troops were stationed where needed, jealousies avoided, supplies furnished, the credit of the State pledged, and the coast then threatened put into a state of practical defence. And although measures were taken by the Executive Agent in the dismissal of troops and in other points which did not come within the letter of his instructions, "to adopt every practicable means for the defence of that part of the State," yet the views of Governor Strong may be seen in the fact, that, when the letters detailing the measures adopted at Portland and other places by the Executive Agent were laid before the Governor and Council and the Commissioners for sea-coast defence, the Adjutant-General, in reply to them, informed Col. Sumner "that they produced an expression of *entire approbation* from each of the gentlemen to whom they were presented."

Col. Sumner subsequently received an additional commission from a newly organized Board of War, under His Honor Edward H. Robbins, as President, and repaired to Maine a second time, where he paid off the troops which had been mustered into service, disbursing over \$200,000 from the funds of the State, for which services he received the thanks of the President for the efficient manner in which they had been executed.¹

¹ While Col. Sumner was in Maine engaged in the prosecution of his duties under Governor Strong's orders, the Boston newspapers announced his name as the candidate of the

G.¹

PAPERS RELATING TO THE EAST BOSTON COMPANY.

ACT OF INCORPORATION.

Commonwealth of Massachusetts.

In the year of our Lord one thousand eight hundred and thirty-three. An act to incorporate the East Boston Company in the city of Boston.

SECTION I. *Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, That Francis J. Oliver, Stephen White, William H. Sumner, and their associates, successors, and assigns, be, and they are hereby made a body corporate, by the name of the East Boston Company, for the purpose of improving Noddle's Island; with the powers and requirements contained in "an act concerning corporations" passed March eight, A. D. one thousand eight hundred and thirty-three.*

SECTION II. *Be it further enacted, That said corporation may purchase, hold, and possess, in fee-simple and otherwise, all or any part of that Island, situate in the city of Boston, known by the name of Noddle's Island, with all the flats around the same, and the privileges and appurtenances thereto appertaining, and all rights, easements, and watercourses therewith used and en-*

Federal Caucus for member of Congress for Suffolk District. This was soon followed by another announcement that Andrew Ritchie was nominated by his friends for the same office. Foreboding a split in the Federal party, the papers afterward stated that the names of Col. Sumner and Andrew Ritchie were withdrawn, and that of Artemas Ward substituted. The reasons why the caucus candidate was not supported were never known to Col. Sumner until 1854, when he received a letter from his friend Charles W. Greene, Esq., from which, on account of its personal interest, he will be excused for making the following extract, as he will probably have no other opportunity:—

"Potowomut, R. I., Sept. 19, 1854.

"To the Hon. WM. H. SUMNER.

"MY VALUED FRIEND,—I replied in part to your letter of July 1st, and promised to write again. I was not aware of the various offices which you have filled. Since I knew you intimately I have always truly regretted my agency in preventing your election to Congress, where you would have attracted commendation and honor to yourself, and would have shed credit upon your constituents. The fault was in that injudicious Ben. Russell. He nominated you with a lack of regard for us youngsters. We met at the Exchange Coffee-House, and Wm. Sturgis, myself, and one more, were delegated to wait upon him and inquire why the young men of Boston were not, as usually, consulted. His reply was, "if the young men of Boston wont step into the traces, they must be whipped in." We inquired if that was his reply, and he answered in the affirmative. We reported, and the storm of indignation which ensued at the Exchange swept every thing before it. This caused the rejection of the son of Gov. Sumner, and the son of Gen. Washington could not have succeeded under such circumstances. I have always been sorry.

"I am, with warmest regard and respect,

"Your assured friend,

CHAS. W. GREENE."

¹ See page 449.

joyed, and to the proprietors of said Island belonging, with such personal property as may be necessary for the proper conducting of the affairs of said corporation; *provided*, that the whole real and personal estate of said corporation shall not exceed, in value, the sum of five hundred thousand dollars; *and provided*, that the lawful owners or proprietors of such estate shall convey the same to said corporation. And said corporation shall also have power to sell and convey, lease, mortgage, or otherwise dispose of said corporate property, or any part thereof, and to manage and improve the same at its will and pleasure, with authority to construct dams, docks, wharves, and buildings, and to lay out streets and passage-ways within the limits of said Island, as it shall deem expedient.

SECTION III. *Be it further enacted*, That said corporation may, at any legal meeting, agree upon the number of shares into which the corporate estate and property shall be divided, and upon the form of certificates of shares to be issued to the proprietors, and upon the manner and conditions of transferring the same, which shares shall be deemed and held as personal property; and said corporation shall have power to assess upon each share, such sums of money as may be considered as necessary for constructing, repairing, and maintaining dams, docks, wharves, and buildings, and for the improvements and good managements of the property of said corporation, and for the incidental expenses thereof; and to sell and dispose of the shares of any delinquent proprietor for the payment of assessments, in such manner as said corporation may, by its by-laws, determine; *provided*, that no assessment shall be made at any meeting, unless agreed to by two thirds, at least, both in number and value, of those proprietors present and represented, nor unless notice of the purpose of such meeting shall have been given, ten days at least, previous thereto, in the manner prescribed by the by-laws.

SECTION IV. *Be it further enacted*, That said corporation shall set apart on said Island, in such place or places thereon as the mayor and aldermen of the city of Boston may designate, a portion of land, not exceeding, in the whole, four acres, free of expense to the city, for the purpose of providing proper sites for engine-houses, school-houses, burial-grounds, and for other public purposes; *provided*, that no lot, except the lots for burial-grounds, shall contain more than ten thousand feet, without the consent of this corporation; *and provided further*, that said mayor and aldermen shall designate the land so to be taken within six weeks from the passing of this act.

SECTION V. *Be it further enacted*, That nothing herein contained shall be construed to confirm, interrupt, or impair the existing rights belonging to the proprietors, or others, or of any ferry, already established, or to authorize the building of any bridge or dam over the channel of any public navigable waters, or otherwise permanently to obstruct the same, or to restrain the power of setting up any ferry which the wants or convenience of the public may hereafter require.

SECTION VI. *Be it further enacted*, That at all meetings, the proprietors present shall be respectively entitled to as many votes as they shall hold shares in said corporation; *provided*, that no one proprietor shall ever be entitled to

more than one quarter part of the whole number of the votes of said corporation, and absent proprietors may vote by proxy, authorized in writing.

House of Representatives, 20th March, 1833.

Passed to be enacted.

(Signed)

W. B. CALHOUN, *Speaker.*

In Senate, March 20, 1833.

Passed to be enacted.

(Signed)

P. T. PICKMAN, *President.*

A copy, attest, (Signed)

EDW. D. BANGS, *Sec'y of the Commonwealth.*

March 25, 1833. Approved.

LEVI LINCOLN.

BY-LAWS OF THE EAST BOSTON COMPANY.

ARTICLE 1. There shall be a stated meeting of the stockholders of the East Boston Company, on the first Monday of May annually, at such time of that day, and at such place, as the directors shall determine. At such stated meeting there shall be elected by ballot, from the stockholders, ten directors. They, and every officer chosen or appointed by them, or by the stockholders, shall hold their respective offices for the term of one year, and until others shall be elected and qualified in their places,—excepting in cases of death, resignation, or removal, and excepting that every director shall cease to retain any office in the company when he ceases to be a stockholder. Four of the directors shall constitute a quorum for the transaction of business; and in all cases in which power has been given, or shall be given, to the directors to do or authorize any act, the same may be done or authorized by a majority of the board present at their meeting,—provided that not less than four of them shall be present. The directors shall elect one of their number to be president of the company, who shall preside at all their meetings, and at all meetings of the stockholders. In case of his absence a president *pro tempore* shall be elected by the stockholders, or by the directors. The directors may fill any vacancy that may happen in their board, provided it be done by the consent of two thirds of the directors remaining in office; and until such vacancy be supplied, all the powers and authority conferred on the whole board of directors shall be held and enjoyed by such remaining directors.

ART. 2. All meetings of the stockholders shall be called by an advertisement signed by the president or clerk of the company, and published in one or more newspapers printed in the city of Boston, and in one or more newspapers printed in the city of New York, at least ten days before the day appointed for the meeting. Special meetings of the company shall be called, in like manner, whenever the directors shall vote the same to be expedient, and whenever any twenty or more of the stockholders shall, in writing, require the president or clerk to call such meeting. The directors shall determine the time and place of every meeting for which different provision is not made, and

all meetings of the company, and of the directors, shall be held in the city of Boston.

ART. 3. At the meetings of the company, all votes shall be given by the stockholders in person, or by proxy. Authority to act as proxy, or to receive dividends, shall be in writing, signed by the proprietor; and the same, or a notarial copy thereof, shall be delivered to the treasurer and remain on his files.

ART. 4. At all meetings of the stockholders, twenty stockholders, entitled to vote, shall constitute a quorum: and whenever twenty such stockholders shall not be present or represented at any such meeting, the same shall be adjourned to such time and place as a majority of those present shall determine.

ART. 5. The directors shall appoint their clerk, who shall also be the clerk of the company, — also a treasurer of the company, and a superintendent, and such other officers and agents as they may deem needful, each of whom shall be removable at their pleasure: and the directors shall assign their respective duties and fix their compensation. In the absence of the treasurer or clerk, a person shall be chosen by the directors to fill the office of such absent officer *pro tempore*. The directors may authorize the treasurer to hire such sums of money as they deem necessary for the use of the company, and cause suitable bonds, promissory notes, or other securities, to be given for the payment thereof, with or without interest, as they may deem expedient; and may cause suitable mortgages, or other conveyances and transfers of any real estate or personal property of the company, to be made and executed to secure the payment of any moneys so hired. The directors may cause such buildings to be erected as they may deem necessary or advantageous to the interests of the company: they may sell and cause to be transferred and conveyed any mortgages, promissory notes, or other securities or personal property of the company, for such consideration and on such terms as they think proper: they may sell and cause to be conveyed any and all the lands and real estate of the company to such corporation, corporations, person or persons, in fee-simple, or for any less estate, on such terms and conditions, for such prices or consideration, by public vendue or private sale, as they, from time to time, shall deem expedient and most for the interest of the company; and shall cause suitable conveyances to be made thereof: they may demise any of the real estate or personal property of the company as they may deem expedient, at such rents and on such terms as they may think proper, and cause suitable leases to be made thereof. The directors shall declare all dividends, allow accounts, superintend the conduct of the different officers and agents appointed by them, and exercise such other powers and authority as may be necessary or proper in the management of the affairs of the corporation.

ART. 6. The directors shall cause such streets, ways, and passages to be made and maintained as they may deem needful, — shall cause such marsh-land and flats to be filled up as they think requisite, — and such lots of land as they think suitable for sale, to be surveyed, laid out, and prices affixed thereto, —

and shall authorize the superintendent to sell the same. They shall also advise and direct the superintendent in making any other sales and contracts.

ART. 7. The clerk shall be sworn to the faithful discharge of his duties by a justice of the peace, immediately after his election; and his oath shall be entered, with the signature of the magistrate, on the records of the corporation. The clerk shall attend all meetings of the stockholders, and of the directors, and shall keep records of their doings in separate books. In his absence a clerk *pro tempore* shall be elected by the stockholders or directors, who shall do all things, while he remains in office, required of the clerk of the corporation.

ART. 8. The treasurer shall give bond, with sureties to the satisfaction of the directors, for the faithful discharge of his duties. He shall have an office in Boston, accessible to all persons having business with the corporation. He shall keep all deeds, promissory notes, and valuable papers of the company. He shall collect and receive all assessments, income, and moneys that may be due to the company, and disburse the same as the board of directors shall order. He shall surrender notes and other promissory papers on payment thereof, and discharge such mortgages as may have been given concerning the same. He shall keep a regular set of books, containing the accounts of the company, and of all its funds that may pass through his hands. He shall lay before the directors, monthly, a written statement of all notes, drafts, promises, and contracts made, signed, or indorsed by him since their last previous meeting; an abstract of all moneys received and paid; a statement of all property bought and sold, and such other matters as he or the board of directors may deem important. He shall make a complete settlement of the accounts and books at least annually, and as much oftener as the board of directors shall require, and shall advise what dividends of profits may be made. He shall render an account of his doings to the stockholders at their annual meetings. He shall notify each stockholder of all assessments, by a notice published in at least two newspapers printed in Boston, and two newspapers printed in the city of New York, at least thirty days before the day fixed for payment thereof. He shall deposit all moneys received by him in some bank in Boston or New York, or in such other place or places as the directors may designate. He shall issue certificates of stock to all persons entitled thereto, and keep suitable books showing the number of shares held by the respective stockholders from time to time. He shall attend faithfully to the duties prescribed in the by-laws, and to all other duties which the directors may require him to perform.

ART. 9. Every promissory note made in behalf of the company shall be signed by the treasurer, and for any larger sum than one thousand dollars shall be approved in writing on the face thereof by two or more of the directors, and such notes shall be sufficient and valid against the company.

ART. 10. The superintendent shall have the general superintendence and care of the property and concerns of the company, and make and sign all contracts of sale, and for leases of the land and property of the company, from time to time, for such consideration, and upon such terms and conditions as the

directors shall order or approve, — and he shall perform all other duties connected with his office which the directors shall from time to time assign to him.

ART. 11. This company shall have a common seal, to be preserved and kept by the treasurer, which shall be the same seal hitherto authorized and used by them, bearing the words and figures — “ East Boston Company, Inc. March 25, 1833 ” — with the representation of a dwelling-house, under which are the figures “ 1776.”¹

ART. 12. The capital stock of the company shall consist of 10,560 shares, and the number thereof may be increased from time to time as the company shall determine. The holders of shares in said capital stock shall be entitled to certificates thereof, to be signed by the president, countersigned by the treasurer, and authenticated by the common seal: and all certificates of shares in said stock hereafter issued shall be in the following form, namely: —

		EAST BOSTON COMPANY.		No.
Transfer No.		BE IT KNOWN, That		
		of	Proprietor	
From		Shares in the Capital Stock of the		
		EAST BOSTON COMPANY, subject to all assessments thereon,		
To		and to the provisions of the Charter and the By-Laws of the Corporation, the same being transferable by an assignment thereof on the		
		books of said Corporation or by a conveyance in writing recorded on		
		said books — and no transfer will be complete until made or recorded		
		in the books of the Corporation, and this certificate surrendered,		
For	Shares.	when a new certificate or certificates will be issued.		
		Dated at Boston, this day of		
		Seal of the {	A. D. one thousand eight hundred and	
		Company, }		
Dated	18 .			
		PRESIDENT.		
		TREASURER.		

ART. 13. All transfers of shares in the capital stock of said company shall be in the following form, to be printed in the transfer books of said company, namely: —

Rec'd Certif. No.	SHARES.	EAST BOSTON COMPANY.	No.
Transfer No.	For Value Received	hereby transfer to	
From	of	Shares of the capital stock	
To	of the EAST BOSTON COMPANY, subject to all assessments and to		
For	Shares.	the provisions of the Charter and to the By-Laws of the Corporation.	
Dated	18 .	Dated at	A. D. 18 .

¹ The dwelling-house represented on said seal is that which formerly stood in the public square near the head of East Boston wharf, and was the only dwelling-house at East Boston in March, 1833. The materials of it were part of the barracks of General Washington at Cambridge, and were given by him to H. H. Williams, tenant of the Island. See pp. 326, 385.

ART. 14. In case of the non-payment of any assessment or assessments on the share or shares of any stockholder in said company, the directors may cause any or all such shares to be sold at public auction in the city of Boston, and notice of every such sale shall be given in one or more newspapers printed in said Boston, and in one or more newspapers printed in the city of New York, at least thirty days before the day of such sale, designating the time and place thereof. The treasurer shall transfer to the purchaser all shares so sold at auction, and he shall be entitled to receive a certificate thereof. After deducting from the proceeds of sale the amount of all such assessments unpaid, and interest thereon, and all charges and expenses concerning such sale, the balance of proceeds, if any, shall be paid to said delinquent stockholder, or his representatives.

ART. 15. The directors of the East Boston Company are hereby authorized to appoint one or more suitable agents, out of the city of Boston, as register or registers, to receive, transmit, and deliver transfers and certificates of shares in the capital stock of said company. And the said directors shall fix the compensation of such register or registers, and make such rules and regulations concerning his duties as they shall deem expedient and proper.

ART. 16. All deeds, conveyances, and mortgages heretofore made in fee-simple, or for any other or less estate, and all leases of any lands or real estate owned by the East Boston Company, executed by the president, countersigned by the treasurer, and authenticated by the seal of said company, are hereby ratified and confirmed, and declared to be the voluntary acts and deeds of said company. And all deeds, conveyances, and mortgages which shall hereafter be made in fee-simple, or for any other or less estate, — all leases of any lands or real estate owned by said company, and all contracts relating thereto executed by the president, countersigned by the treasurer, and authenticated by the seal of said company, are hereby declared to be the voluntary acts and deeds of said company, and shall be valid and effectual as such to all intents and purposes.

ART. 17. The directors are hereby authorized to make, or cause to be made, with or without any consideration therefor (except the prospective advantage to the company), any and all such sales, conveyances, and leases of lands, or any interest therein, and all other contracts, agreements, and arrangements to and with the Eastern Railroad Company, or any other railroad corporation, which they shall deem expedient and for the interest of this company.

ART. 18. The past by-laws and votes of said company are hereby repealed, so far as the same may concern the future acts and proceedings of said company and its officers.

ART. 19. All officers and agents of the company heretofore elected or appointed, shall continue to hold their respective offices, and perform all duties which have been or may be assigned them, until they shall be removed, or others elected or appointed to supply their places.

ART. 20. All acts and doings of the president, directors, clerk, treasurer,

superintendent, and other officers and agents of the East Boston Company, respectively, done prior to the 1st day of May, A. D. 1836, are hereby approved and confirmed.

Adopted May 2, 1836.

OFFICERS OF THE EAST BOSTON COMPANY.

1833. *Directors* (elected April 2), W. H. Sumner, Stephen White, F. J. Oliver, Samuel S. Lewis, Daniel D. Brodhead, Amos Binney, Gardner Greenleaf; — *Clerk, Treasurer, and Superintendent* (April 3), Samuel S. Lewis; — *Executive Committee* (April 3), W. H. Sumner, F. J. Oliver, Amos Binney (to 1st Monday in June) — (Sept. 13), Stephen White, Daniel D. Brodhead, Gardner Greenleaf.

1834. *President* (May 12), William H. Sumner; — *Directors* (May 5), W. H. Sumner, Stephen White, F. J. Oliver, Amos Binney, S. S. Lewis, D. D. Brodhead, John Binney; — *Clerk and Treasurer* (May 12), Amos Binney; — *Superintendent*, S. S. Lewis; — *Executive Committee* (May 12), F. J. Oliver, Stephen White, John Binney; — *Solicitor* (Aug. 26), John R. Adan.

1835. *President* (May 18), W. H. Sumner; — *Directors* (May 18), W. H. Sumner, Stephen White, F. J. Oliver, John Binney, S. S. Lewis, Wm. Fettyplace, Amos Binney; — *Clerk and Treasurer* (May 18), Amos Binney; — *Treasurer* (Dec. 15), D. D. Brodhead; — *Superintendent* (May 18), S. S. Lewis; — *Assistant Superintendent* (June 3), Wm. Fettyplace; — *Superintendent* (Dec. 15), Wm. Fettyplace.

1836. *President* (May 2), W. H. Sumner; — *Directors* (May 2), W. H. Sumner, F. J. Oliver, S. S. Lewis, Stephen White, Benj. Lamson, John Binney, Wm. Fettyplace, John L. Graham, Thomas Sargent, D. D. Brodhead; — *Clerk* (May 2), D. D. Brodhead (Dec. 19), Wm. Fettyplace; — *Treasurer* (May 2), D. D. Brodhead; — *Superintendent* (May 2) Wm. Fettyplace.

1837. *President* (May 5), John Binney — (June 26), S. S. Lewis; — *Directors* (May 1), John Binney, S. S. Lewis, D. D. Brodhead, Thomas Sargent, John L. Graham, F. J. Oliver, Stephen White, Benjamin Lamson, Wm. Fettyplace, John Jeffries — (June 26), W. H. Sumner, in place of John Binney, resigned; — *Clerk* (May 5), Wm. Fettyplace; — *Treasurer* (May 5), D. D. Brodhead — (Sept. 23), John W. Fenno; — *Superintendent* (May 5), Wm. Fettyplace; — *Manager of Ferry* (May 16), Wm. Fettyplace — (June 26), Benjamin Lamson.

1838. *President* (May 12), S. S. Lewis — (June 4), John Jeffries — (Aug. 28), Wm. Austin; — *Directors* (May 2), S. S. Lewis, W. H. Sumner, F. J. Oliver, Stephen White, John Jeffries, Wm. Fettyplace, James W. Revere, Benjamin Lamson, John L. Graham — (June 1), Benjamin T. Reed, Zebedee Cook, Jr. — (Aug. 28), Wm. Austin — (Oct. 17), John Jeffries, in place of B. T. Reed, resigned; — *Clerk* (May 11), Wm. Fettyplace; — *Treasurer* (June 4), John W. Fenno; — *Superintendent* (May 11), Wm. Fettyplace, to Sept. 12 — (Aug. 28), Wm. Austin — (Nov. 28), Wm. Fettyplace; — *Manager of Ferry* (June 4), Wm. Fettyplace, Benjamin Lamson.

1839. *President* (April 15), John Jeffries, *pro tem.* — (July 8), Robert G. Shaw; — *Directors* (June 27), John Jeffries, John Bryant, Robert G. Shaw, Richard Soule, Benjamin Lamson, Wm. Fettyplace, S. S. Lewis, D. S. Greenough, F. J. Oliver, Mark Healey; — *Clerk* (July 8), Wm. Fettyplace; — *Treasurer* (July 8), J. W. Fenno; — *Superintendent* (July 8), Wm. Fettyplace; — *Executive Committee* (July 8), Mark Healey, S. S. Lewis, D. S. Greenough; — *Solicitor* (July 8), J. R. Adan.

1840. *President* (May 7), Robert G. Shaw; — *Directors* (May 4), Robert G. Shaw, Wm. Appleton (resigns), Mark Healey, S. S. Lewis, J. M. Forbes (resigns), D. S. Greenough, Samuel Dana (resigns), R. S. Fay, Benjamin Lamson, John Jeffries — (June 23), Wm. Fettyplace, Nathaniel Thayer, James Reed (resigns) in place of Messrs. Appleton, Forbes, and Dana — (Sept. 21), Samuel R. Putnam, in place of James Reed; — *Clerk* (Sept. 21), Henry Clark, *pro tem.*; — *Treasurer* (May 7), J. W. Fenno; — *Superintendent* (May 7), Wm. Fettyplace; — *Managers of Ferry* (May 7), Benjamin Lamson, R. S. Fay.

1841. *President* (May 5), Mark Healey — (July 2), Nathaniel Thayer, *pro tem.*; — *Directors* (May 3), John Jeffries, Mark Healey, Benjamin Lamson, Richard S. Fay, Nathaniel Thayer, Samuel R. Putnam, Henry Timmins, John W. Fenno, Joseph S. Cabot, D. S. Greenough; — *Clerk* (May 5), S. R. M. Holbrook; — *Treasurer* (May 5), Richard S. Fay; — *Superintendent* (May 5), Wm. Fettyplace; — *Solicitor* (May 5), D. S. Greenough; — *Managers of Ferry* (May 5), Benjamin Lamson, R. S. Fay.

1842. *President* (May 13), Mark Healey — (Dec. 27), Benjamin Lamson, *pro tem.*; — *Directors* (May 2), Mark Healey, John Jeffries, Benjamin Lamson, Nathaniel Thayer, Richard S. Fay, S. R. Putnam, Henry Timmins, John W. Fenno, D. S. Greenough, Joseph S. Cabot; — *Clerk* (May 13), S. R. M. Holbrook; — *Treasurer* (May 13), R. S. Fay; *Superintendent* (May 13), W. Fettyplace; — *Executive Committee* (May 13), Mark Healey, J. W. Fenno, S. R. Putnam; — *Solicitor* (May 13), D. S. Greenough; — *Managers of Ferry* (May 13), R. S. Fay, Benjamin Lamson — (June 4), R. S. Fay.

1843. *President* (May 13), Benjamin Lamson; — *Directors* (May 1), John Jeffries, Samuel R. Putnam, Nathaniel Thayer, Benjamin Lamson, Henry Timmins, R. S. Fay, D. S. Greenough, Joseph S. Cabot, George B. Jones, John W. Fenno; — *Clerk* (May 13), S. R. M. Holbrook; — *Treasurer* (May 13), Richard S. Fay; — *Superintendent* (May 13), William Fettyplace; — *Executive Committee* (May 13), Nathaniel Thayer, J. P. Cabot, G. B. Jones; — *Solicitor* (May 13), D. S. Greenough.

1844. *President* (May 27), Benjamin Lamson; — *Directors* (May 6), Benj. Lamson, R. S. Fay, D. S. Greenough, John Jeffries, S. R. Putnam, Nathaniel Thayer, George B. Jones, Joseph S. Cabot, Caleb C. Gilbert, Ammi C. Lombard; — *Clerk* (May 27), S. R. M. Holbrook; — *Treasurer* (May 27), R. S. Fay; — *Superintendent* (May 27), William Fettyplace; — *Executive Committee* (May 27), J. P. Cabot, Caleb C. Gilbert, A. C. Lombard.

1845. *President* (May 21), W. H. Sumner; — *Directors* (May 5), Ben-

jamin Lamson, John Jeffries, D. S. Greenough, R. S. Fay, George B. Jones, Nathaniel Thayer, C. C. Gilbert, A. C. Lombard, W. H. Sumner, William Ward;— *Clerk* (May 21), S. R. M. Holbrook;— *Treasurer* (May 21), R. S. Fay;— *Superintendent* (May 21), William Fettyplace;— *Executive Committee* (May 21), Benjamin Lamson, C. C. Gilbert, A. C. Lombard.

1846. *President* (May 4), W. H. Sumner;— *Directors* (May 1), R. S. Fay, W. H. Sumner, John Jeffries, Benjamin Lamson, C. C. Gilbert, William Ward, S. S. Lewis, C. O. Whitman, A. C. Lombard, D. S. Greenough;— *Clerk* (May 4), S. R. M. Holbrook;— *Treasurer* (May 4), R. S. Fay— (Dec. 26), William C. Barstow;— *Superintendent* (May 4), William Fettyplace— (May 29), S. G. Rea;— *Manager of Ferry* (Dec. 26), W. C. Barstow.

1847. *President* (May 6), W. H. Sumner;— *Directors* (May 3), W. H. Sumner, Benjamin Lamson, C. C. Gilbert, S. S. Lewis, A. H. Fiske, A. A. Wellington, Lewis Rice, Leonard Stanwood, John Foster, L. B. Rice;— *Clerk* (May 6), S. R. M. Holbrook— (July 12), George F. Wadsworth;— *Treasurer, Superintendent, and Manager of Ferry* (May 6), William C. Barstow;— *Solicitor* (May 6), D. S. Greenough.

1848. *President* (April 11), S. S. Lewis, *pro tem.*— (May 6), S. S. Lewis*— (Oct. 3), W. H. Sumner;— *Directors* (May 1), W. H. Sumner, Benjamin Lamson, S. S. Lewis, C. C. Gilbert, A. A. Wellington, Lewis Rice, John Foster, Joseph Andrews, J. Amory Davis, C. J. Hendee;— *Clerk* (May 6), S. R. M. Holbrook— (June 6), George F. Wadsworth;— *Treasurer, Superintendent, and Manager of Ferry* (May 6), W. C. Barstow; *Solicitor* (May 13), E. S. Rand.

1849. *President* (May 12), W. H. Sumner;— *Directors* (May 7), W. H. Sumner, Benjamin Lamson, S. S. Lewis, C. C. Gilbert, A. A. Wellington, Lewis Rice, John Foster, J. Amory Davis, Charles J. Hendee, Joseph Andrews;— *Clerk* (May 12), George F. Wadsworth;— *Treasurer, Superintendent, and Manager of Ferry* (May 12), W. C. Barstow;— *Solicitor* (May 12), E. S. Rand.

1850. *President* (May 10), W. H. Sumner— (Dec. 7), S. S. Lewis, *pro tem.*; †— *Directors* (May 6), W. H. Sumner, Benjamin Lamson, S. S. Lewis, J. Amory Davis, C. C. Gilbert, A. A. Wellington, Charles J. Hendee, J. Andrews, Pliny Cutler, Lewis Rice;— *Clerk* (May 10), G. F. Wadsworth;— *Treasurer, Superintendent, and Manager of Ferry* (May 10), W. C. Barstow;— *Solicitor* (May 10), E. S. Rand.

1851. *President* (April 17), S. S. Lewis (May 5), S. S. Lewis;— *Directors* (May 5), S. S. Lewis, Benjamin Lamson, C. J. Hendee, A. A. Wellington, J. W. Fenno,— (May 5, 1851, number of Directors reduced to five);— *Clerk* (May 5), G. F. Wadsworth;— *Treasurer, Superintendent and Manager of Ferry* (May 5), W. C. Barstow;— *Solicitor* (May 5), E. S. Rand.

* At this time Gen. Sumner was at the South, and had signified by letter his wish to relinquish the office of president.

† On account of ill-health, Gen. Sumner declined any further election on the Board of Direction.

1852. *President* (May 6), S. S. Lewis; — *Directors* (May 3), S. S. Lewis, Benjamin Lamson, Charles J. Hendee, A. A. Wellington, W. C. Barstow; — *Clerk* (May 6), G. F. Wadsworth; — *Treasurer and Superintendent* (May 6), W. C. Barstow; — *Solicitor* (May 6), E. S. Rand; — *Manager of Ferry* (May 6), W. C. Barstow, to July 1, on which date the Ferry Company was incorporated.

1853. *President* (May 2), S. S. Lewis; — *Directors* (May 2), S. S. Lewis, Benjamin Lamson, C. J. Hendee, A. A. Wellington, W. C. Barstow; — *Clerk* (May 2), G. F. Wadsworth; — *Treasurer and Superintendent* (May 2), W. C. Barstow; — *Solicitor* (May 2), E. S. Rand.

1854. *President*, S. S. Lewis; — *Directors*, S. S. Lewis, Benjamin Lamson, W. C. Barstow, A. A. Wellington, C. J. Hendee, C. C. Gilbert, Lewis Rice; — *Clerk*, G. F. Wadsworth; — *Treasurer and Superintendent*, W. C. Barstow; — *Solicitor*, E. S. Rand.

1855. *President*, S. S. Lewis; — *Directors*, S. S. Lewis, Benjamin Lamson, W. C. Barstow, A. A. Wellington, C. J. Hendee, C. C. Gilbert, Lewis Rice; — *Clerk*, G. F. Wadsworth; — *Treasurer and Superintendent*, W. C. Barstow; resigned Aug. 5; George F. Wadsworth elected *Treasurer*; Ebenezer Atkins, *Superintendent*.

1856. *Directors*, S. S. Lewis, Benjamin Lamson, A. A. Wellington, W. C. Barstow, Lewis Rice, C. C. Gilbert, C. J. Hendee, James P. Thorndike, Robert Farley; Samuel S. Lewis was chosen *President*, but being absent in Europe, Benjamin Lamson was chosen *President pro tem.*; — G. F. Wadsworth, *Clerk*, and acted as *Superintendent* until Oct. 15, when W. C. Barstow was elected *Superintendent and President*, S. S. Lewis having resigned.

1857. *President and Superintendent*, William C. Barstow; — *Directors*, William C. Barstow, Benjamin Lamson, C. C. Gilbert, A. A. Wellington, Lewis Rice, J. P. Thorndike, Silas Pierce, Caleb Stetson; — *Treasurer and Clerk*, George F. Wadsworth.

1858. *President and Superintendent*, William C. Barstow; — *Directors*, William C. Barstow, Benjamin Lamson, C. C. Gilbert, A. A. Wellington, Lewis Rice, J. P. Thorndike, Silas Pierce, Caleb Stetson; — *Treasurer and Clerk*, George F. Wadsworth.

II.¹

EXTRACTS FROM BOLLES AND RIDGWAY'S REPORT ON THE ARTESIAN WELL.

"The estimated expense for the Southampton well, England, was £9,980. A shaft was commenced, thirteen feet in diameter, and sunk 160 feet deep, and then contracted to eleven feet six inches; at the depth of 214 feet, the shaft was reduced to ten feet diameter, and at the depth of 270 feet, to eight feet six inches. At 380 feet from the top of the well, the plastic clay was reached. The work was continued day and night. When the shaft was about 520 feet deep, about three gallons of water flowed into it per minute. The shaft was then sunk 562 feet; they then commenced boring with a seven and a half inch auger, and when the boring was suspended, the shaft and well was 1,260 feet deep, and water to within forty feet of the surface. In 1845, during upwards of four months' daily pumping, the delivery of water was at the rate of upwards of 1,500,000 per month, and afterwards, in eight days, the quantity raised exceeded 725,000 gallons. When the pumping was discontinued, the water rose, as before, to within forty feet of the surface, in November, 1845."

After giving a table of experiments in pumping, commenced on the 18th of June, 1847, the report says:—

"The average throw of water in this case is four and a half gallons per minute, and lowered the shaft twenty-three feet two inches in twenty-four hours. After a cessation from pumping of forty hours, the water rose seven feet two inches.

"Commenced (pumping) Monday morning, 21st of June, at 7 o'clock. The 'throw' of water in this case was five gallons per minute. Numerous experiments in pumping were subsequently made, and the conclusion drawn from all these trials was, that 'The well will not produce any more than three thousand gallons per day, water sufficient for fifty families.'

"What does M. Agais say in reference to the Paris well, the well of Grenelle? 'Nothing can be more certain, than that the spouting at Grenelle differs essentially from that which we call a water-spout; its source is not upon the surface of the globe, but in its depths; and the impulse which it obeys has its seat, not only under the excavation which has been made, but under all the plains of France, of all the plains of Europe, of all the plains of all the continents; for upon each point of the surface of all the plains one might dig an artesian well, more or less deep than that of Grenelle; in like manner as, from every point of the surface of every healthy, well-constituted man, one would obtain a jet of blood more or less rapid, but always perpendicular to this same surface. The interior water is the blood of the globe, and every vital emission is made essentially in the vertical sense. The immediate cause of this beautiful phenomenon dwells in the heart of our planet, and strikes incessantly all parts of the terrestrial body.

¹ See p. 583.

“This immediate cause, then, is nothing else than the central force of the globe; it is the general force of expansion; that which, from its birth, raised all its isolated peaks, all its chains of mountains; that which in Iceland projects, to the height of three hundred feet, enormous columns of fresh water, which consequently come not from the bosom of the seas; that which opens volcanoes, sends forth from them torrents of vapor, gas, disunited cinders, and burning lava.

“The spouting at Grenelle is now and then troubled with paroxysms of spouting. Upon the 30th of April, 1842, it exhibited convulsive shocks, throwing forth black substance in large quantities, resembling nothing on the face of the globe, nor in the layers of the earth's crust. In the month of May, many less violent crises succeeded one another, separated by eight or ten days of calm, during which the water approached limpidity.

“The Grenelle well is so deep that its symptoms portray the effect of terrestrial expansion. But artesian wells of feeble depth, those of St. Owen and St. Denis, seem not to conform to this theory; they proceed from points so much above the volcanic region.' This is the case with the East Boston well.

“The water of small artesian wells rises to the surface, or spouts eight or ten feet; but the well of Grenelle spouts one hundred feet.

“It has been ascertained by experiments made in deep-seated mines, that the temperature of the globe becomes warmer, as we descend, one degree for sixty-eight feet in depth, commencing about 150 feet in depth.

“What is the source of the light in the heart of the sun? What is, in the heart of our globe, the source of its caloric? What is, in the centre of each one of us, the source of our vital fluid? And when our temperament is heated, when from each one of our dilated pores emanates vertically, like an artesian well, a jet of liquid, a jet of perspiration, what is the source of it? We know it; the subtle or aqueous matter of our transudation is always furnished to our vital action by the aliments which it calls for and elaborates.

“The human body, an alternating tributary of its own expansion, which labors to dilate it from its centre to its circumference, and of the surrounding expansion, which labors to condense it from its circumference towards its centre, is incessantly in the alternating movement of systole and diastole. This periodical pulsation, this vibration, is the essential and continued state of every free body in space. The stars incessantly scintillate; the terrestrial globe experiences constantly, throughout its whole mass, a like movement. We do not directly perceive it, because we are associated with it; but it becomes sensibly visible when we construct an artesian well of considerable depth; the first jets never arise but by jerks, and the auger which excites them oscillates like a pendulum.

“The water of the Grenelle well jets up with the rapidity of a swallow, producing 2,500 litres per minute, equal to 312 gallons per minute. A continued jet of this dimension is, for the city of Paris, of great value, and for the enlightened of all countries, of great philosophical value; it is the most beautiful source of strong ideas and precise knowledge on the surface of the globe.'

"The geological formation of the lower portion of the East Boston well is identical with the extreme lower portion of the well of Grenelle, and I feel perfectly satisfied, that if the auger is penetrated to the depth of 1,200 feet, that an abundance of pure water will be the result. What a grand experiment lies before us. How truly elevating is the contemplation of it, and how philanthropic in every one engaged in an enterprise in search of an element as requisite and necessary for humanity as fresh air.

"The more I examine the subject of artesian wells, the more beautiful and correct the principle appears to me, and the more am I astonished at the citizens of Boston for not trying the experiment before introducing the water of Long pond.

"All of which is respectfully submitted.

"THOS. S. RIDGWAY, JR., Mining Engineer, Philadelphia.

"JESSE N. BOLLES, Hydraulic Engineer, Providence.

"East Boston, July 3d, 1847."

I.¹

ESTIMATE FOR TREES.

Streets.	Feet.	Feet.
Meridian, from Hotel square to Eagle street	4,000	8,000
Maverick, from Orleans to Border street	1,500	3,000
Chelsea, to Marion street (from square)	2,000	4,000
Porter, from Chelsea street to Central square	1,400	2,800
Liverpool and London, from Central square to Sumner street (two streets on both sides)	1,700	6,800
Havre, from Sumner to Porter street	1,800	3,600
Paris, from Sumner to Decatur street	1,100	2,200
London, from Sumner to Porter street	1,900	3,800
Sumner, from New to Jeffries street	4,500	9,000
Webster, from Jeffries street to Belmont square	900	1,800
Lewis, from Ferry street to Hotel square	1,100	2,200
Bennington, from Central square to Brooks street	1,450	2,900
Saratoga, from Central square to Brooks street (on both sides)		2,900
Saratoga, from Prescott to Chelsea street (on one side)		600
Chelsea, from lot 311 to lot 1, and Prescott 200 to Saratoga street		900
Princeton to Marion, from Meridian street	700	1,400
Lexington, from Meridian to Brooks street	1,200	2,400
Trenton, from Meridian to Brooks street	1,050	2,100
Eutaw, from Meridian to Brooks street	950	1,900
Monmouth, from Meridian to Brooks street	300	600

¹ See pp. 595, 597.

Cottage, from Maverick to Marginal street	1,050	2,100
Marion, from Bennington to White street	1,800	3,600
Everett, from Cottage to Jeffries street	2,000	4,000
Whole number of feet		72,600

Number of trees required at a distance of forty feet from each other 1,815

Amount of money required at \$2 per tree \$3,630

Extract from a Letter from William C. Barstow, Esq., February 15, 1853.

“Without letting out the secret, I requested to be present at the last meeting of the society (Tree Association.) After the meeting was called to order, I asked permission to say a few words in behalf of a gentleman now absent in Europe, who was even a greater friend to East Boston than he was to myself; I alluded to General William H. Sumner. I then stated that before his departure for Europe, and previous to the formation of this society, you had in your will set apart two lots of land, No. 262, section three, and No. 225, section two, to be sold after your decease, and the proceeds appropriated for the very purpose for which this society was formed, i. e. the setting out trees in the streets of East Boston; and that I had permission to make public the communication I was about to read. I then read an extract copied from your will, in order to show them your views as to what streets they should be set out in, and how they should be protected, and also read a part of your letter to me from Paris, instructing me to make the conveyance at once, and at the same time stated that I stood ready to do so whenever requested to do so by the proper officers of the association. Such a burst of applause as followed this announcement would have done you good to hear. A vote of thanks was passed for the magnificent donation, and the newspapers came out with some most excellent remarks in relation to it.”

Letter from Benjamin Pond, Esq., Boston, Nov. 7, 1857.

“GENERAL SUMNER, —

“My dear Sir, — During a casual conversation the other day with our mutual friend Captain Barstow, allusion was made to our Tree Association at East Boston, and the noble benefaction you had bestowed upon it; and I expressed to him the desire of manifesting my own feelings, and what I know to be the prevailing sentiment of our people respecting your timely as well as generous gift.

“Allow me then, my dear general, to say that your action was exceedingly well timed, inasmuch as the association was almost, if not entirely, destitute of funds, yet abounding in plans of expenditure when they should have at hand the means to expend.

“Your princely offer of two valuable lots of land at once enabled our community to entertain a mode of adorning our avenues, broad and spacious as you know them (for your counsels assisted mainly in laying them out), answering to their hopes rather than their expectations.

"You were fortunate also, sir, let me add, in the gentlemen to whom was committed the important work of carrying out your plan; gentlemen who exhibited perfect impartiality in distributing your gift, care and caution in the selection of hardy and thrifty trees, and, as far as I can judge, a wise and liberal economy in the disposition of your means placed in their hands.

"Already our Island ward, from having been a byword for unattractive barrenness, has not only herself enjoyed the gentle shade and 'living green,' but the fame thereof has gone abroad, and our 'Tree Association' has become, in some measure, a pioneer for others throughout our Commonwealth.

"I cannot conceive, General, a more peaceful satisfaction possible to any heart than that you must enjoy with the reflection that your bounty has given means of daily happiness to all who, citizens or strangers, may frequent our wide and lengthy streets, while, unlike other gifts, every added year will impart new strength and increased means of pleasure to your 'growing' gift.

"Thus much I could not forbear to say, my dear sir, and I trust you will receive this communication with the assurance that it conveys in feeble words the undivided sentiment of the residents of East Boston.

"Very truly your friend,

"BENJAMIN POND.

"General Sumner, Jamaica Plain."

J.

MISCELLANEOUS STATISTICS.

From memoranda kept by Guy C. Haynes, Esq., we glean the following names and dates additional to what may be found in the body of the work. Of course, the lists are incomplete; but meagre as they are, they will be of value.

Marriages.

- | | | |
|-------|-----------|---|
| 1837. | Nov. 28. | Mr. ——— Durgan to Miss ——— Morrill. |
| 1838. | Jan. 3. | Michael Wilson to Hannah Boardman. |
| | " 11. | L. M. Kendall to Mrs. R. H. Kelly. |
| | Feb. 1. | Peter Duncan to Mary Jones. |
| | April —. | David Thompson to Mary A. Lambert. |
| | May 13. | G. W. Pearson to Mary Augusta Barton. |
| | Aug. —. | Charles Britnal to ———. |
| | Sept. 13. | Josiah Cheever to Miss Rachel Pond. |
| 1840. | Nov. | Wm. P. Eaton to Harriet Tuttle. |
| | Dec. 2. | Hiram H. Hosford to Miss ——— Noyes. |
| | " 31. | John Melville to Miss Mary, daughter of Merrill Pettingell. |

1841. July 8. Henry T. Butler to Caroline E. Cheever.
 Aug. —. David Morgan to Miss Mary A. Pierce.
 Oct. —. Mr. ——— Parker to Miss ———, daughter of Ephraim Hall.
 “ 24. F. A. Mason to Miss ——— Pettingell, daughter of Merrill Pettingell.
1842. Feb. 7. Elisha Cook to Miss ——— Mayo.
 “ —. Mr. ——— Abbott to Miss ——— Hunt.
 Aug. 21. Mr. ——— to Miss ———, daughter of Col. Murdock of the Maverick House.
1843. March —. Nehemiah Gibson to Miss Lucy ———.
 April —. John O. Simpson to Miss Ellen A. Shortwill.
 “ 13. E. E. Fletcher to Miss ———, daughter of Samuel Fowle.
 June 21. Albert Bowker to Miss Sarah Lamson.
 Aug. 17. Stephen R. Pearl to Martha French.
 Nov. —. John A. C—— to Mary S. Lewis.
 “ —. Oliver Ayers to Mary J. Hooper.
 “ —. In Hampden, Maine, Dr. Rufus L. Hinckley of East Boston to Eliza Ann F. Hopkins.
 Dec. 7. Edward Harris to Miss Zilpha (?) A. Mangum.
 “ —. James W. Cloutman to Miss ——— Keen.

Births.

1837. Jan. 22. A son to William Fisk.
 Feb'y —. A child to H. Pond.
 March 1. A daughter to J. N. Bates.
 “ —. A daughter to S. Keen.
 “ 20. A daughter to Prince Rogers.
 April 2. A daughter to Solon Brown.
 June 22. A son to Oliver H. Smith.
 July 5. A daughter to R. P. Morrill.
 Oct. 20. Twin sons to A. A. Wellington.
 Nov. 12. A daug'ter to John Brown.
1838. Jan. —. A son to ——— Miller.
 “ 28. A daughter to Asa Lewis.
 April 7. A child to Capt. ——— Doane.
 “ 9. A son to Enos Morgan.
 “ 14. A child to Wm. T. Spear.
 May —. A child to Charles Bowman.
 Sept. 10. Indian child born in sail loft on Stephen White's wharf; mother of the Penobscot tribe. The child's name was to be Maverick.
 “ 28. A child to Jonathan Pierce.

1838. Nov. —. A son to L. M. Kendall.
 “ 10. A son (Phineas M.) to Dr. P. M. Crane.
 “ —. A daughter to G. W. Jackman.
 Dec. 12. A daughter to Solon Brown.
1839. Jan. 20. A son (Edward W.) to Major J. W. Barton.
 “ 29. A daughter to Samuel W. Hall.
 Feb. 15. A son (George B.) to G. W. Pearson.
 “ 21. A child to Daniel Dale.
 “ 23. A daughter to Timothy McIntire.
 “ —. A child to E. Morse.
 March —. A child to ——— Morgan.
 “ 22. A daughter to Benj. W. Parker.
 May 1. A daughter to ——— Pratt.
 “ 12. A child to Charles Britnal.
 July 4. A daughter to Jesse Tuttle.
 “ 17. A son to R. P. Morrill.
 “ 20. A child to Theodore F. Rollins.
 Aug. 23. A son (Wm. W.) to Rev. Wm. W. Newell.
 “ 30. A child to Wm. A. Noyes.
 Sept. 20. A child to Charles Morris.
 “ 27. A daughter to James M. Whitten.
 A son to David Hill.
 A son to John Buckley.
 Nov. —. A son to ——— Bailey.
 “ 15. A child to John H. Tomlinson.
 Irish births are omitted. There were two in 1839.
1840. Jan. 12. A son to John Wright.
 “ 13. A son to A. Crosby.
 “ —. A child to Wm. H. Calrow.
 “ —. A son to John Crowley.
 March 7. A daughter to John Devereaux.
 April 30. A daughter to James Bartlett, Jr.
 “ —. A daughter (Emma L.) to Wm. H. Delano.
 May 3. A child to John Brown.
 “ 8. A daughter to Thomas Ditson.
 “ —. A daughter to H. Rogers.
 “ 15. A child to ——— Chase.
 “ 20. A son to Alvo Rogers.
 “ —. A son to Prince Rogers.
 “ 25. A son to A. S. Foss.
 “ “ A son to Abner Smith.
 July 22. A daughter to Stephen Pearson.
 Aug. 6. A daughter to Benj. F. Butler.
 Sept. 1. Twin sons to ——— Jenkins.
 “ 25. A son to Mrs. Atkins.

1840. Oct. —. A son to Charles E. Gay.
 Nov. 1. A son to L. M. Kendall.
 “ —. A son (Wm. D.) to Dr. P. M. Crane.
 “ —. A child to ——— Burnett.
 “ —. A daughter to Aaron Gill.
 Dec. 20. A daughter to Edwin Bailey.

From Mr. Haynes's return of births in 1849, we take the following statistics:—

1849. Number of males born	.	.	.	.	229
Number of females born	.	.	.	.	208
					<u>437</u>
Number of children under fifteen years	.	.	.	.	3,861
Number of children under four years	.	.	.	.	1,290
Average attendance in schools	.	.	.	.	1,534
On the list, but do not attend	.	.	.	.	424
Children at large with no restraint	.	.	.	.	613
Number eligible for school who do not attend	.	.	.	.	<u>1,037</u>

Births in the several months as follows:—

January	.	.	.	29	August	.	.	.	33
February	.	.	.	26	September	.	.	.	27
March	.	.	.	31	October	.	.	.	39
April	.	.	.	47	November	.	.	.	41
May	.	.	.	28	December	.	.	.	47
June	.	.	.	36					<u> </u>
July	.	.	.	53	Whole number	.	.	.	437

Nativity of Parents of Children born in 1849.

	Father.	Mother.
Boston	43	31
Other towns in Massachusetts	70	53
Maine	39	69
New Hampshire	29	24
Other States	21	21
Ireland	171	175
England, Germany, Scotland, and Nova Scotia	60	60
Four families having twins	4	4
	<u>437</u>	<u>437</u>

Number of children born in 1851 533

Deaths.

1837. Jan. 8. Mrs. H. A. Gerry, wife of Thomas A. Gerry, aged 24.
 May 24. Mrs. Lydia Lewis, aged 87.
 Aug. 7. Mr. ——— Lawrence, aged 21.
 Sept. 1. John Elms, aged 54.
 There were eight deaths in 1837, of which four were children.
1838. Feb. 6. Mrs. Marian Kilgore, aged 57.
 “ 23. Samuel Brown, mast and spar maker, aged 58.
 March 23. Mrs. Noyes, wife of Wm. A. Noyes, aged 33.
 April 30. Miss Martha Barton, aged 24.
 Sept. 28. W. W. Tyler, a brakeman, killed on the railroad, aged 34.
 Oct. 28. Robert, son of J. H. Tomlinson, aged 22 months; the first burial in the new burial-ground in the fourth section.
 Dec. 10. Sarah E., daughter of G. O. Hagar, aged 6.
 Deaths in 1838, thirteen, six of which were children.
1839. Jan. 1. Andrew Bettley (mason), aged 61.
 March 15. Capt. D. Wild, at the Maverick House, aged 69.
 April 15. Eliza Malgum (Malcolm?), aged 13.
 Sept. 12. Oliver Glazer, aged 18.
 Oct. 5. Wm. L. Blye, aged 24.
 “ —. Mrs. Phebe Granger, aged 49.
 “ 9. Patrick Smith, aged 30.
 “ 11. Mrs. Susan Stinson, aged 33.
 Nov. 11. Daniel Langley (or Longley) hung himself upon a fence on the beach, first section.
 Whole number of deaths in 1839, twenty-four.
1840. Jan. 13. Mrs. Cecilia, wife of Wm. H. Calrow, aged 24.
 April 2. Philip Kurt, aged 37.
 June 14. William Mullen, aged 35.
 Aug. 5. Mrs. Mary F., wife of John Melville, aged 53.
 “ 12. Edward Welsh, aged 40.
 Whole number of deaths in 1840, eighteen; thirteen of which were children under ten years of age.
1841. Feb. 14. Joshua Cheever, aged 51.
 March 3. Twin son of A. A. Wellington, aged 3½.
 June 19. L. M. Kendall, aged 33.
 “ 13. Mrs. Nancy, wife of Abner Smith, aged 20.
 July 23. William M. Kendall, aged 26.
 Deaths in 1841, 35; under ten, 23; between 20 and 40, 8; between 50 and 70, 2; stillborn, 2.
1842. Jan. 22. Twin son of A. A. Wellington, aged 4.
 “ 27. John Jones, aged 69.

1842. Feb. 14. Mrs. Hannah, widow of the late Samuel Brown, aged 64.
 March 6. Mrs. Abiah Ditson, aged 73.
 April 8. Mr. Waterman Joselyne.
 " 13. A. D. Somerby, aged 45.
 July 19. Miss Perses L., daughter of Enoch Morse, aged 22.
 Oct. 10. E. A. Putnam, from a wound received in discharge of a gun, aged 23.
 " 11. Mrs. Phelps, wife of the Rev. A. A. Phelps, aged 34.
 " 15. Mrs. Lambert, her nurse.
 " 17. Mary Hardy, adopted daughter of Rev. A. A. Phelps, aged 11.
 " 20. Mrs. Salmon, aged 90.
 Deaths in 1842, 44; under twenty, 27; over twenty, 17.
1843. March 9. Daniel H. Lambert, drowned, aged 40.
 Nov. 6. William B. Nason, aged 33.
 Dec. 15. Mrs. ——— Sweetser, aged 61.
 " 29. Charles T. Stevens, aged 88.
 Deaths in 1843, 54; under twenty, 43; between 20 and 88, 11.
 Deaths in 1844, 37; under twenty years of age, 23; over twenty years of age, 14.

From the *Abstract of the Massachusetts Census*, published this year (1857), we extract the following facts relative to the population of East Boston on the first day of June, 1855:—

	Total Population.	WHITE.				COLORED.		
		Native.	Foreign.	Nativity Un-known.	Total White.	Native.	Foreign.	Nativity Un-known.
Males,	7,855	4,827	3,005	6	7,838	13	4	17
Females,	7,707	4,693	2,992	4	7,689	12	6	18
Total,	15,562	9,520	5,997	10	15,527	25	10	25

Population.	Under 5.	5 to 10.	10 to 15.	15 to 20.	20 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	70 to 80.	80 to 90.	90 to 100.	Not stated.
	2,354	1,753	1,543	1,484	3,579	2,528	1,375	598	238	75	20	1	14

NATIVITY.

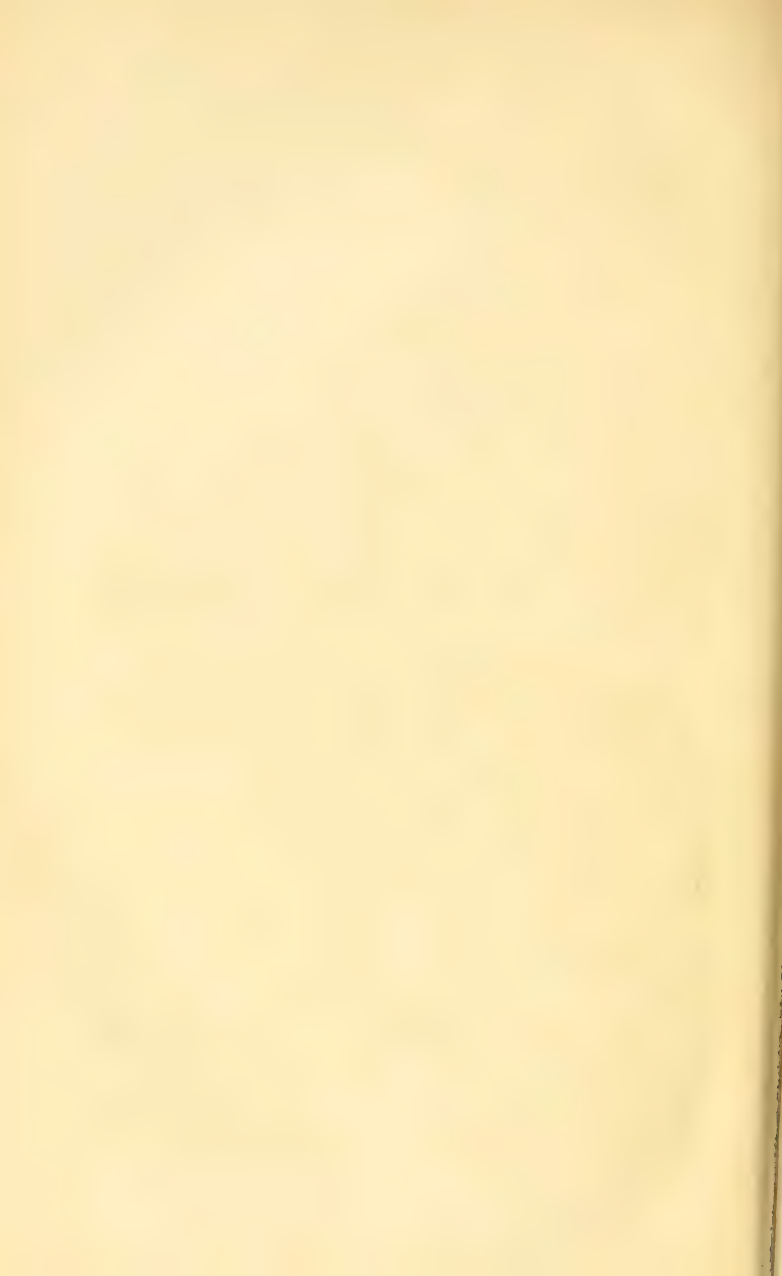
U. States.	British America.	England.	Ireland.	Scotland.	Wales.	Germany & Holland.	France.	Portugal.	Switzerl'd.	Italy.	Denmark.	Norway & Sweden.	W. Indies.	Unknown.	Total Foreign.	Total Population.
9,545	1,288	612	3,494	149	14	326	19	2	1	8	14	55	8	17	6,007	15,562

A few additional statistics are gathered from the last Annual Report of the East Boston Company, presented May 3d, 1858. During the year preceding the date of the report, the city has made the following improvements:—Chelsea street (70 feet wide) has been paved from Decatur to Porter street, 800 feet in length, and the same street has been gravelled from Porter to Bennington street, 2,800 feet in length. The gutters in a part of Everett, Bremen, White, and Monmouth streets, have been paved; 4,200 feet in length of the streets have been gravelled, and Porter and Princeton streets have been graded, 2,100 feet in length. In addition, the city have built a good substantial brick engine house on Chelsea street, in section four, and also 1,182 running feet of common sewer. Of improvements made by individuals, may be mentioned those on the East Boston Wharf, of which A. C. Lombard, Esq. is agent. These comprise five new brick warehouses on Webster street, 23 by 180 feet each and three stories high, with cellars under the same; nine brick warehouses four and five stories high upon the site of the flour mill burnt in 1856. The North wharf has been extended to the Commissioners' line, and the docks dredged out, so that six large ships are accommodated at the same time with deep water berths. Several other improvements have also been made, in order to accommodate the increasing business done upon this splendid location, which has had at its wharves the past year 60 ships, 47 barks, 28 brigs, 133 schooners, and 20 sloops; total, 288: the greater part of these vessels have discharged or loaded their cargoes there. And at the Grand Junction wharves, 48 ships, 14 barks, 3 brigs, 134 schooners, and 3 sloops have either discharged or loaded their cargoes during the year; and in addition they have had hauled up on dockage, 79 ships, 26 barks, 2 brigs, 1 schooner, and 4 steamers.

The number of vessels built at East Boston during the year was 15, and their aggregate tonnage 7,713 tons, and the repairing of vessels for the same time exceeded \$300,000. The total number of buildings on the Island, May 3, 1858, was 2,327, of which 1,965 were dwelling-houses. Mention has been made of the Sturtevant House, on pp. 513, 514.

The real estate of the East Boston Company consists (May 1, 1858) of 65 acres of upland, $105\frac{3}{4}$ acres of marsh land, $158\frac{5}{8}$ acres of flats, and $222\frac{3}{4}$ acres of wharf lots, amounting in value, according to the appraisal of 1857, to \$1,251,962.16. During the last year the company has expended about \$4,000 in improvements upon the Island.

I N D E X.



INDEX.

A.

- Abbott, —, 759.
 Abbott Lawrence, The, 698.
 Abby Whitman, The, 698.
 Abram, Philip, 723.
 Acadia, 82, 184, 717. — Acadia, The, 625.
 Accomac, 718.
 Achilles, The, 699.
 Adams, John, 15, 18, 19, 20, 22; opinion on Will of S. S. Yeamans, 252, 253, 311, 312; 289, 388, 396, 425; copy of opinion, 731; — Mrs., Letters of, 388; — Thomas B. 18, 20; — John Q. 20; — Samuel, 262; — Mrs. Jos. 506; — The Messrs. 542; — Daniel, 610; — Edwin, 442, 458, 537; — S. C. 721; — Roger, 723; "Adams School," The, 666-669; "Adams," The, 379; The Frigate, 401, 735; "John Adams," The, 566.
 Adan, John R. 445, 448, 469, 672, 750, 751.
 Addington, I. 214, 218, 234.
 Addison, Robert, 723.
 Addison Street, 631, 632.
 Adee, —, 505.
 A. Devereaux, The, 698.
 Adjett, Samuel, 724.
 Adriatic, The, 699.
 Africa, 243.
 Agais, M. 754.
 Agameticus plantation, 75; deed of land in, 719, 720.
 Akbar, The, 691, 697.
 Albany, 155, 393, 521, 690.
 Alderton, Point, 396.
 Alert, The, 698.
 Alexander, Mr. and Mrs. 331; — J. W. 572.
 Alexander VI. 716.
 Alfred, 740.
 Alger, Rev. William, 266.
 Allaire, J. P. 563.
 Allicocke, Sylvester, 723.
 Alline, —, 732.
 Allen, L. F. 3, 671; — Sheriff, 8, —, 174; — Rev. James, 218; — Samuel A. 458, 471; — Thomas C. 472, 543; — Theodore C. 636. — Rev. R. W. 649; — Rev. N. G. 650, 660.
 Allen's Plain, 65.
 Allen's Biog. Dictionary, 366, 389.
 Allen's Mast Yard, 687.
 Allen, Pigeon & Poole's Wharf, 701, 702.
 Allerton, Isaac, 167, 486; — Sarah, 167.
 Almatia, The, 699.
 Amazon, The, 716.
 Ambrose, The, 63.
 Amelia, The, 699.
 America, 176, 205, 243, 245, 246, 249, 251, 261, 270, 341, 342, 344, 364, 365, 366, 712, 716-719.
 American Insurance Office, 34, 423.
 American Acad. Arts and Sciences, 293.
 Ames, Fisher, 285-287, 337.
 Amherst, Lord, 365, 366.
 Amos Lawrence, The, 699.
 Amphitrite, The, 698.
 Anabaptists, 120.
 Ancient & Hon. Art. Co. 162, 165, 170, 191, 217, 233, 409; Hist. of, 215, 221.
 Anderson, Barry, 723.
 Andes, The, 697.
 Andros, Sir Edmund, 106, 150, 158, 192, 193; tyranny of, and overthrow, 205-217.
 Anderson, Robert, 96, 97, 174.
 Andrews, Joseph, 492, 752.

- Andrew Bastow, The, 697.
 Andover, 423.
 Andover St. 619.
 Angel & Crown, The, 726, 728.
 Anglo American, The, 697.
 Anglo Saxon, The, 697.
 Annapolis, 343.
 Annapolis (Md.), 21.
 Anne, Princess of Denmark, 341.
 Annals of Salem, 90, 167.
 Annals of Dorchester, 60, 62, 66, 71.
 Another, The, 63.
 Antarctic, The, 699.
 Antelope, The, 697; steamer, 698.
 Antinomians, The, 95.
 Antigua, 230-232, 234, 289, 244, 245, 249,
 250; sale of estate in by Gov. Sumner,
 255; 314, 489, 721, 725, 731.
 Antony, Marc, 217.
 Appleton, Wm. 751.
 Appleton's Ency. of Biog. 366.
 Aquethneck, 79.
 Arabella, Lady, 78; — The, 78, 494.
 Arbella, The, 63.
 Arcadia, The, 698.
 Archbold, William, 231.
 Archdale, —, 108.
 Area of Island, 9, 449, 450; increased by
 filling up, 458.
 Argentine, The, 699.
 Arians, The, 98.
 Arlington, Secretary, 146, 156.
 Armada, The Spanish, 349.
 Arnold, Benedict, 352, 728.
 Arragon, 715.
 Arrow, The, 697.
 Artesian Well, 580-584; — Bolles & Ridg-
 way's Report on, 754-756.
 Arts and Design, History of, 174.
 Arundel, 741.
 Ash, John, 231; Rowland, 723, 724, 726.
 Ashhurst, Thomas, 716.
 Ashley, Lord, 52; Sir Jacob, 52.
 Ashford (Conn.), 226.
 Asia, 243.
 Aspinwall, Col. Thomas, 313, 362.
 Aspinwall's Wharf, 539, 543, 701, 702.
 Assistants, choosing, 76.
 Association of Cong'l. Ministers, 261.
 Aston, Sir Thomas, 50-52.
 "Astor House," The, 504.
 Athenæum, Boston, 296.
 Atherton, Major, 204.
 Athill, Samuel, 231.
 Atkins, Ebenezer, 598, 601, 685, 705, 753; —
 John, 587, 660, 662; Mrs. —, 760.
 Atkinson, William, 704.
 Atlantic Works, The, 532, 696.
 Atlas, The Boston, 693.
 Attucks, Crispus, 171, 173.
 Auburn Street, 519.
 Austin, Attorney-General, 492.
 Audley Street, South, 252.
 Aurelia, The, 698.
 Austin, William, 750, 751.
 Averill, John P. 667, 669.
 Avery, John, 13, 54, 55, 318, 322-324, 329,
 332-334; The family, 324; — John, Jr.
 386; — The Misses, 332, 334.
 Ayers, Oliver, 759.
 Aylwin, Wm. C. 312, 436, 445.
 Ayres, John, 724; — Benjamin, 724; —
 James, 724.
 A. Z., The, 697.
 Azor, The, 698.
 Azores, The, 716.

 B.
 Bachelder, John, 640.
 Bacon, Rev. John, 300; — Capt. 691; —
 Thomas, 724.
 Backus' Hist. of Baptists, 119, 121, 122.
 Badger, Rev. Stephen, 272; — Abigail, 272.
 Bailey, Geo. H. 591; — F. A. 636; — Edwin,
 760, 761.
 Bainbridge, William, 404, 415, 420.
 Bainbridge Street, 538, 540, 685, 686.
 Baines, James, The, 691, 698.
 Baird, Robert, 202; Hist. of Religion in
 Am. 202.
 Baker, Joseph, 642; — Richard, 723.
 Baldwin, Loammi, engineer at Fort Strong,
 406-419, 585.
 Bald Eagle, The, 694, 698.
 Ball, John, 319-321.
 Baltic, The, 699.
 Baltimore, 41, 324, 603, 645; — Lord, 93.
 Bancker, John K. and Margaret, 173.
 Bancroft, Geo. 623.
 Bangor, 402, 735.
 Bangs, Edward D. 745.
 Bank, Maverick, 710.
 Bank of England, 255.
 Banks, Commodore, 396.

- Bannister, R. 723.
 Baptists, Noddle's Island a refuge for, 115-126.
 Baptist Church, First, 116, 190; Hist. of, 118, 119, 120.
 Baptism, Infant, 116, 121.
 Barclay, William, 723.
 Barker, R. 664.
 Barnard, John, 164; — Rev. John, 189; — Alderman, 728.
 Barnes, Joseph, 642; — Benjamin, 724.
 Barnstable, The, 697.
 Barstow, W. C. 3, 426, 536, 563, 565, 574, 591, 595, 597; Letter from, 599-601, 711, 752, 753, 757; — Dr. —, 671.
 Barreda Brothers, The, 698.
 Bartlett, Dr. and Mrs. —, 332; — James, 442; — L. D. 707; — Percival W. 667-669; — James, 760.
 Barbecue in Boston, 261-263.
 Barber, James, 471.
 Barton, Maj. J. W. 354, 477, 478, 502; Letter from, 503-508; 509, 510, 516, 760; — Wm. 503; — John M. 516; — John, 723; — Mary A. 758; — Edward W. 760; — Martha, 762.
 Barbadoes, 91, 152, 178-182, 224, 256, 488.
 Barney, Jacob, 110.
 Barracks, 10, 239, 326, 329, 330, 481.
 Barrell, Joseph, 42, 236.
 Barrett, John, 720.
 Barnicoat, William, 578, 638, 639.
 Barrington, Lord, 232; — Viscount, 234.
 Barry, Rev. J. S. 646.
 Barry's Hist. Mass. 48, 66, 67, 99, 283, 367, 390-392, 396.
 Bass Creek, 720.
 Bass, Capt. 729.
 Battle of Noddle's Island, 351 et seq.
 Bates, —, 471, 474, 515, 543, 554, 555, 690, 696, 697.
 Bates, E. C. and I. G. 628; — J. N. 759; — Joseph H. 642.
 Bath (Eng.), 725; (Maine), 742.
 Baxter, —, 157.
 Bayer, Baydy Otto, 723.
 Beacon Street, 262, 301; — Hill, title of, 193 et seq., 229, 488.
 Beal, Benjamin, 332.
 Beasley, Bennett, 724.
 Beeching, Richard, 660.
 Beeston Castle, 52.
 Belcher, Gov. 233, 347; — Capt. 347.
 Belcher's Wharf, 702.
 Belden, George 501, 526; — Mrs. 505; — Charles, 526.
 Belfast, 626.
 Belknap's Hist. N. H. 341.
 Belmont (Camp Hill) and Belmont Square, 345; divided in lots, 456; purchasers of, 458; 464, 466, 470, 473, 518, 523, 537, 545, 546, 555, 584, 585, 594, 617, 668, 756.
 Bell, Thos. 234, 317-323; — Elizabeth, 323.
 Belle, The, 697.
 Belle Isle, 44, 519, 604, 605.
 Bellingham, Richard, 12, 85, 103; death of, 124; 144, 148, 149, 323, 550; — Samuel, 550.
 Bellows, Thomas, 166.
 Belvedere, The, 699.
 Bendall, Edward, 97.
 Bendysh, Elizabeth, Henry, and Mary, 234.
 Benson, Seth E. 458, 471, 472, 516, 636; — Albert, 636.
 Bennett, Goodman, 189; — Samuel, Sen'r and Jun'r, 69.
 Bennett Street, 169.
 Bennington, Battle of, 371.
 Bennington Street, 519, 540-542, 649, 660, 664, 756, 757; — Church, 649.
 Benares, The, 699.
 Benin, The, 698.
 Berkley, Sir William, 243.
 Bermuda, 102, 402.
 Bernard, Goodman, 189.
 Berners, William, 250, 731.
 Berwick-upon-Tweed, 234; — Berwick, 243, 740.
 Bessom, Jonas, 471, 520, 636.
 Bessom Court, 471.
 Bettly, Andrew, 515, 762.
 Beun, Thomas, 723.
 Beverly, 22, 422-424, 490, 610, 615.
 Bicknell, Robert, 252, 312.
 Bicester (Eng.), 280, 281.
 Biddeford, 159, 741.
 Bigelow, Timothy, 337; — L. A. 707.
 Bilboa, 217.
 Binney, Amos, 19, 25, 26, 438, 442, 443, 453, 458, 478, 490, 554, 555, 571, 573, 676, 681, 750; — John, 442, 525, 555, 559, 572-574, 686, 687, 750.
 Bird, Hiram, 637.
 Bird Island, 9, 451.
 Bishop, Nathan, 669.
 Biographical Sketches of Stoddard, Simeon,

- 224; Stoddard, Anthony, 224; Stoddard, Solomon, 224; Stoddard, David T. 225; Shute, Samuel, 232; Stoddard, David, 237; Chauncy, Charles, 259; Greenough, Thomas, 269, William, 271, D. S. 312, D. S. Jr. 313; Hyslop, William, 274; Sumner, Gov. Increase, 278; Sumner, Increase, 291; Sumner, Elizabeth, 300; Gage, Thos. 360-367; Williams, H. H. 324.
- Births in 1836, 520.
- Biscay, 716.
- Blackleach, John, 85, 550.
- Blackstone, William, 46, 72, 75; — Judge, 732.
- Bladen, Colonel, 726, 728.
- Blagden, Rev. Geo. W. 643.
- Blaikie, Rev. Alex. 662, 663.
- Blaithwait, William, 201, 207.
- Blake, James, 71.
- Blake's Annals of Dorchester, 60, 62, 66, 71.
- Blanchard, —, 236; — Nathl. 705.
- Blanche Moore, The, 698.
- Blany, Mrs. and daughter, 334; — Mr. 338; — D. H. 598, 601.
- Blessing, The, 80.
- Bliss, Rev. Seth, 643.
- Blizard, Stephen, 723; — Samuel, 724.
- Blodget, —, 20.
- Blue Jacket, The, 698.
- Blye, Wm. L. 762.
- Boardman, William and Harriet, 169; — Hannah, 758.
- Bolles, Jesse N. 582-584; Report of, 754-756.
- Bollan, —, 247.
- Bonaparte, Scott's Life of, 344.
- Boole, G. and T. 692, 696, 699.
- Boole's Wharf, 702.
- Book of Possessions, 187.
- Border Street, 420, 471, 538-543, 671, 672, 686, 688, 691, 702, 708, 756.
- Borneo, The, 699.
- Boscobel Wood, 185.
- Boston (City of), *passim*; — Harbor, 15, 33, 42, 46, 53, 72, 357, 364, 370, 430, 455, 484, 683, 689; — Hog Pasture, 193, 488; — Neck, 33, 210, 235, 236, 282, 357, 484; — Massacre, 171, 225, 252, 261, and Short Narrative of, 171; — Town Records, 89, 97; — Mill Corporation, 32; — News Letter, 224, 344, 345, 348, 383; — Gazette and Country Journal, 371, 372, 377, 380, 381, 383, 384, 394, 410, 414; — Chronicle, 394, 395; — Jail, 109; — Fusileers, 410.
- Bostonian, The, 698.
- Bosworth, Hiram, 680.
- Boswell, Thomas, 660.
- Botta's Hist. Am. Rev. 368, 390.
- Boune Voyage, The, 81.
- Bowen, Rev. —, 651; — William, 724.
- Bowditch, N. I. 192, 193, 448; — J. I. 428.
- Bowdoin, James, 185; — Elizabeth, 185.
- Bowdoin Street, 301.
- Bowers, C. E. 458.
- Bowker, Albert, 666, 702, 759.
- Bowman, Charles, 759.
- Boyd, Rev. Wm. 233.
- Boyden, —, 496; — Alexander, 515; — —, 517; — Rev. Luman, 661.
- Boyden Malleable Iron and Steel Co. 687.
- Boylston, Zabdiel, 274, 276; — Nicholas, 276.
- Boylston Street, 170, 229.
- Boylston Estate, 309.
- Bradbury, William, 162.
- Braddock, Gen. Edward, 361-363, 366.
- Bradford, Gov. 67, 124; — Robert, 166; — Martha, 166.
- Bradford's Hist. Mass. 59, 391, 399.
- Bradford's Plimoth Plantation, 66, 67, 83.
- Bradstreet, Simon, 103, 128, 149, 213, 214.
- Bragdon, Joseph J. 516, 517, 660.
- Branagan, F. X. 656.
- Braintree, 7, 46, 97, 333, 732.
- Bratle, Thomas, 181, 182.
- Brattle Street Church, 267, 274, 275, 391.
- Brazer's Building, 260.
- Bream, Capt. 81.
- Breed, John, 44, 519; — Isaiah, 610.
- Breed's Island, 44, 519, 541, 547.
- Breeden, Elizabeth, 220-222, 254; — John and Samuel, 222; — Sir Robert, 222.
- Breeden, Capt. Thos. 129, 135, 142.
- Breechloading guns, 74.
- Brenton, —, 89, 484.
- Brereton, Sir Wm. 44-52; Account of, 47 et seq.; his title denied, 48; — Susannah, 44, 48.
- Brereton's Island, 44, 45.
- Brewster's Island, 450.
- Bremen Street, 471, 537-539, 542, 544, 593, 631, 643, 651, 678.
- Bridges, 570-580; Noddle's Island to Chelsea, 22, 240-242, 489, 715.
- Bridge, Col. 356.

Bridges, Robert, 109.
 Bridgman's Hist. Copp's Hill Cemetery, 329.
 Briggs, Geo. 178, 179, 181, 256, 487; — E. & H. O. 696, 699; — Angelina H. 520.
 Brimmer School, 666.
 Bristol (Eng.), 364, 620, 716, 717, 725.
 Britnal, Charles, 758, 760.
 Britannia, The, 623.
 Brittany, 716.
 British Queen, The, 621.
 Broad, —, 15.
 Broad Street, 496, 710.
 Broadway (N. Y.), 153, 155, 173.
 Brockholt, —, 207.
 Brockett, James, 724.
 Brodhead, D. D. 438, 442, 443, 458, 476, 477, 499, 525, 551, 553, 676, 677, 750.
 Brodhead's Hist. New York, 157.
 Brooke, Samuel, 723.
 Brookline, 193, 218, 275, 276, 300, 308, 309, 311, 488, 498, 634.
 Brooklyn (N. Y.), 529, 603, 607, 646.
 Brooks, Peter C. 172; — John, 355; at Lexington, 356, 365, 404, 405, 410, 411; conversation with Col. Sumner, 735 et seq.; — Seth, 671; — Wm. G. 711.
 Brooks Street, 545, 546, 574, 588, 589, 602, 756.
 "Brooks, Gov." Engine, 637.
 Broome Street, 174.
 Broughton, Thomas, 182, 183, 256; — Maj. & Lieut.-Gen. 51; —, 732.
 Brower, —, 310.
 Brown, Moses, 22, 23, 422-425, 490; — Charles, 23; — William, 24; — Abiel, 222; — William, 214, 216; — Matilda, 175; — John, 442, 458, 759, 760; — Geo. W. 471, 474, 515, 554, 555, 690, 696, 697, 701, 702; — Richard, 549; — Colonel, 508; — E. G. 580; — John, 679-681; — Patrick, 724; — Thomas, 724; — Solon, 759, 760; — Sam'l, 762.
 Brown & Lovell, 696, 698, 701, 702.
 Brown's Hotel, 20.
 Brown's Family Bible, 174.
 Bryant, —, 175; — G. J. F. 442; — John, 751.
 Buckley, John, 760.
 Buck, Ephraim, 669.
 Buckshom, Joseph, 723.
 Budington's Hist. First Ch. in Charlestown, 86, 87, 168.

Buffalo, 3, 528, 671, 674, 675.
 Buildings erected in 1835, 516.
 Bulkly, William, 723.
 Bull, Dixy, 83.
 Burchett, —, 731, 732.
 Burke, John, 723.
 Burnett, —, 761.
 Burroughs, Fort, 742.
 Bunker Hill, 6, 10, 352, 353, 356, 367, 369, 376, 379, 381, 385, 388, 389, 481; Hist. of Battle of, 357, 368, 373, 374; "Who was the commander at?" 375.
 Bunker Hill Monument, 380, 503, 603.
 Bunker Hill Aurora, 479, 492.
 Bunnell, Wm. 97.
 Burch, Col. John, 179-182, 256, 487, 488.
 Burgess, Phineas, 567, 709; — Col. 232.
 Burgoyne, Gen. 393.
 Burke, Edmund, 263; — Joseph, 696, 699.
 Burke's Peerage, 186.
 Burkett, —, 696, 699.
 Burlington (Mass.), 198.
 Burnet, Bishop, 233; — Gov. Wm. 233; — Michael, 724.
 Burnham, Andrew, 696, 698; — Reuben, 709.
 Burton, Thomas, 100, 102, 109, 110.
 Bury, St. Edmunds, 361.
 Bussey, Benj. 33.
 Butler, Sir Francis, 51; — B. F. 515, 516, 644, 645, 760; — H. T. & Co. 710; — H. T. 759.
 Byam, —, 231; — Edward, 255, 723; — Geo. 723.
 Byfield, 10; — Academy at, 384.
 By-laws of the East Boston Company, 745 et seq.
 Byron, Lord, 51; — Daniel, 650.
 Byron Street, 542, 631.

C.

"Cabinet & Chest of Drawers," 169.
 Cabot, Geo. 33; family, 338; — John, 716, 717; — Joseph S. 751; — J. P. 751, 752.
 Cadwalader, Thomas, 27; — John, 367; — George, 367.
 Cæsar, 208, 217.
 Callamy, Dr. 189.
 Calcutta, 706.
 Caldwell, —, 173.
 Caleb Curtis, The, 697.
 Caledonia, The, 625.

- Calhoun, W. B. 745.
 California, 692.
 Calliope, The, 699.
 Calrow, Wm. H. 601, 649, 650, 760, 762; —
 Cecilia, 762.
 Camaret, 360.
 Cambridge, 10, 122, 260, 261, 283, 309, 310,
 326, 329, 334, 352-355, 358, 373, 375, 380,
 385, 388, 391, 409, 423, 453, 454, 481, 486,
 492, 497, 498, 508, 638.
 Cambridge Village, 272.
 Cambridge (Eng.), 259.
 Cammell, Don, 724.
 Campbell, —, 174; — Alexander, 319,
 320; — Lieut. Col. 397; — Thomas, 464;
 — Maverick, 473.
 Camp-Hill, 6-8, 10, 13, 16, 40, 345, 403,
 452, 454, 456, 491, 546, 551, 685.
 Campion, Clement, 721.
 Canada, 146, 173, 287, 340-343, 349, 350,
 385, 398, 412, 624, 630, 633, 689; Imports,
 629.
 Canal Street, 540; Bridge, 578.
 Canary Islands, 717.
 Candia, 173.
 Canea, 173.
 Canterbury, 249.
 Cape Breton, 717.
 Cape Cod, 42, 79, 717.
 Cape Ann, 46, 73, 92.
 Capell, Lord, 50, 51.
 Capitol Hill, 19, 21.
 Caprill, Christopher, 229, 314; tenant, 322,
 349.
 Carey, Samuel and Thomas, 172; —,
 334; — Carey heirs, 572, 573.
 Carioea, The, 697.
 Carleton's Wharf, 701, 702.
 Carlile, Fran. 723.
 Carr, Robert, 107, 135-138, 141, 142, 144,
 156, 158, 159, 203, 213; — Moses, 520.
 Carroll, Charles & Miss, 21; Carrollton, 21.
 Carson, John, 724.
 Cartwright, Geo. 107, 130, 134, 135, 137-
 139, 141, 142, 147, 154, 158, 159, 203, 213.
 Caryl, Rev. —, 232.
 Cashanger, The, 699.
 Cassidy, Thomas, 650.
 Cassin, Thomas, 657.
 Castile and Leon, 716.
 Castine, 402, 404, 735.
 Castle Island, 112, 336, 392, 485; William,
 316, 344, 389; Street, 235.
 Catharia, 716.
 Catholic Church at E. B. 654-658.
 Causeway Street, 619.
 Celebration at opening of Maverick House,
 478 et seq.; Water, 591 et seq.
 Cemetery Lot, 519, 541.
 Center Haven, 182, 183.
 Central Square, 471, 538, 540, 543, 554, 641,
 642, 644, 648, 666-668, 690, 702, 756.
 Central Square Church, 647, 660, 662, 664.
 Central Wharf, 496.
 Central Hall, 649, 662.
 Centry Hill, 194.
 Ceylon, The, 699.
 Chaldeans, The, 225.
 Challenger, The, 698.
 Chalmers, George, 362.
 Chambre, Rev. A. St. John, 646.
 Champernoone, Francis, 721.
 Champion of the Seas, The, 698.
 Chandler, Rev. Dr. 265; — Bradford, 471,
 516; — J. G. 567; — Gen. 738 et seq.
 Chapin, Rev. Daniel E. 648, 669.
 Chaplin, Dr. —, 309, 310.
 Chapman, Richard, 724.
 Chapman School, The, 666, 667, 669.
 Chardevoine, J. S. 723.
 Chariot of Fame, The, 698.
 Charles, The, 63.
 Charles I. 107, 108, 128, 131, 133, 159, 718,
 719; — II. 113, 127-129, 131, 151, 185,
 203, 207, 208.
 Charleston (S. C.), 169, 620.
 Charlestown, 6, 10, 11, 15-20, 22, 23, 42, 44,
 46, 47, 56, 62, 64, 72, 86-89, 97; — eccl.
 action of 1st church, 116, 118, 121-123;
 161, 162, 164, 168, 172, 176, 181, 182, 186,
 190, 198, 215, 232, 263, 338, 375, 384, 392,
 420, 422-426, 449, 469, 483, 485, 486, 490,
 492, 494, 503, 530, 545, 548, 549, 578, 587,
 590, 611, 612, 638; bridge from, 715; —
 Artillery Co. 356; — Bridge, 23, 422, 423,
 530, 573, 602, 700.
 Charles River, 6, 39, 44, 47, 61, 62, 70, 73,
 77, 182, 423, 549, 570, 578, 590, 611, 612,
 718.
 Charter Oak, The, 207.
 Charter of William and Mary, 108.
 Chase, Judge and Miss, 21; — Thomas, 330;
 —, 760.
 Chatham (Eng.), 371.
 Chauncy, President, 259; — Charles (mer-
 chant), 260; — Rev. Dr. Charles, 238,

- 254, 257; sketch of, 259-269, 271, 272, 308, 489, 732; — Mary, 250, 253, 254, 255, 257, 258, 268, 269, 270, 274, 300, 489, 731; — Isaac, 260; — Rev. Nathaniel, 265; — Charles, Elizabeth, and Sarah, 268.
- Checkley, John, 183.
- Chelmsford, 170, 356.
- Chelsea, 6, 9, 12, 13, 40, 55, 86, 193, 239, 241, 317, 323, 324, 326, 327, 337, 354, 358, 369, 371-375, 378, 379, 414, 422, 425, 467, 477, 489, 503, 508, 530, 545, 548, 550, 554, 570-576, 578-581, 587, 604, 605, 609, 619, 632, 634, 647, 649; — Farm, 5, 6, 12, 25, 249, 271, 317, 324, 358; — Creek, 7, 425, 541, 543-545, 547, 576, 578, 579, 588, 590, 630, 631, 634; — Bridge, 415, 468, 541, 543, 547, 556 — History of, 571-576; 590, 609, 632, 633, 700; — Street, 474, 538-543, 555, 573, 593, 613, 631, 642, 756.
- Cheever, Miss, 666; — Josiah, 758, 762; — Caroline E. 759.
- Cheever's Hill, 425.
- Cheeseborough, William, 89, 484.
- Chesbrough, E. S. 588.
- Cheshire, 49, 51.
- Chesapeake Bay, 718.
- Chester, 44, 51; — Earl of, 185; — James, 723; — Edward, 723.
- Chicago, 633, 647.
- Child, Robert, 99, 100-106, 109; — John, 223.
- Christian, Robert, 724.
- Christians, Society of, 191.
- Christ Church, 161.
- Chronological Memoranda, Appendix B.
- Chrysler's Field, Battle of, 313.
- Chubb, Thomas, 83.
- Churches, 643-665; — Church of England, 72, 100, 101, 104, 113, 134; of Scotland, 100; at Charlestown, 86, 88, 116, 117, 162, 168; at Dorchester, 58, 59, 64, 65, 118.
- Church-Member Act, 76.
- Circuit Court of Mass. 675.
- Citizen, The, 697.
- City Bank, 528, 674, 675.
- City Exchange, The, 406.
- City Hall, 639.
- Clap, Roger, 60, 62, 63, 71.
- Clarendon, Lord Chan. 138, 140-142, 151, 156.
- Clark, Henry, 751.
- Clark, Capt. 218; — William, 108, 270; — Martha, 270; — Rev. John, 119, 123; — Rev. Dr. 260, 269; — Rev. Rufus W. 645, 646, 660, 669.
- Clarke, Matthew, 165; — Abigail, 163, 165; — Thomas, 69; — Dr. William, 270, 315, 317.
- Cleopatra, The, 698.
- Clerk, T. W. 724.
- Clewley's Hill, 291.
- Clifton, John, 671, 672; — Clifton's Wharf, 671, 672, 702.
- Clinton, Henry, 723.
- Clock, Benson, 472, 515, 552, 555, 636, 637, 690, 697.
- Cloutman, James W. 759.
- Cobb, David, 386, 404; — Rev. S. 646.
- Cobble Hill, 42.
- Cochituate Water at East Boston, 586-592, 683.
- Cochran, Samuel, 317-320, 322.
- Codman, John, 274; — Codman's Wharf, 274.
- Codrington, Lord, 246, 725-728.
- Coffin, —, 290; —, 337.
- Cogan, —, 89, 484.
- Cohasset, 30, 649, 313.
- Colburn, John, 724.
- Cole Morrill, 579, 689, 706.
- Coles, Robert, 82.
- Collins, Nicholas and Mary, 231; — Benjamin, 520; — James and Charles, 591; — Nicholas, 723; — Quarto Bible, 175.
- Colon, Cristoporo, 715.
- Columbus, Christopher, 715.
- Colman, Benj. 224, 227, 228, 230, 237; — John, 240; — Rev. —, 495, 496, 499; —, 726.
- Colonial Hist. N. Y. 131, 134-136, 138, 139, 141, 143-145, 151-154, 156, 157, 206.
- Colporteur Society, 661.
- Columbian Centinel, The, 404, 406-408, 410, 411, 415, 479, 516.
- Columbian Bank, The, 191.
- Columbia, The, 627.
- Columbus, The, 621.
- Commerce; first cargo discharged at E. B., 469; of Boston, 625.
- Commercial Street, 262, 438, 544, 563, 568, 607, 608, 687; — Wharf, 438, 553, 678.
- Common Street, 193, 229, 262; The Common, 194, 195.
- Commission, The Royal, 128-160.

- Commodore Perry, The, 698.
 Conant, Roger, 73; — Conant's Island, 53, 482, 485.
 Concord (Mass.), 308, 351, 352, 355, 356, 376, 379, 389, 508; — (N. H.), 423.
 Conder Street, 541, 579, 588.
 Conduit, Mr. 726.
 Connecticut, 20, 66, 102, 133, 138, 147, 203, 204, 353, 680, 718; Steamer, 458.
 Constantinople, 275, 505.
 Constitution, Fort, 741; The frigate, 14, 334, 335.
 Continental Journal, The, 395.
 Converse, Edward, 549.
 Conveyances, James I. to Council of Plymouth, 43; Council of Plymouth to Robert Gorges, 43; John Gorges to Sir Wm. Brereton, 44; General Court to Samuel Maverick, 45, 56; Maverick to Briggs, 178; Briggs to Nathaniel Maverick, 179; Nathaniel Maverick to Burch, 179; Samuel and Nathaniel Maverick to John Burch, 180, 181; Burch to Leader and Newbold, 182; Deed of trust from Broughton to Cooke and others, 183; Cooke to Temple, 184; Sir Thomas Temple to Samuel Shrimpton, 186; Colonel Shrimpton to wife Elizabeth, 223; Will of Madam Shrimpton, 228; Yeamans to Hutchinson, 248; Mrs. Hyslop to Sumner, White, and Oliver, 311; Mrs. Greenough to Sumner, White, and Oliver, 429-432, 437; John Hayden and wife to Sumner, White, and Oliver, 437; Sumner, White, and Oliver to Lewis, Brodhead, and Binney, 438; Trustees for Mrs. Gerard to White and Oliver, 441; Mrs. Gerard to E. B. Co. 443, 447, 448; Maverick to Gard, 719.
 Cook, —, 218; — Zebedee, 479, 750; —, 492; — Capt. 515; — Cooke, Elisha, 214, 235, 240; — Richard, 183, 184, 256; — Elizabeth, 194; — Elisha, 759.
 Cooley, Aaron, 497.
 Coolidge, Rev. J. I. T. 652; — Coolidge Building, 503.
 Cooper, Samuel, 267, 364, 365, 396.
 Copp's Hill, 262, 329, 586; — Cemetery, Hist. of, 520.
 Coquette, The, 697.
 Corbet, Sir Vincent, 50.
 Cornelius Grinnell, The, 697.
 Cornell, Col. 379.
 Cornhill Street, 262.
 Cornfield, The, 226, 227.
 Cottage Street, 459, 471, 472, 473, 515, 537, 542, 631, 757.
 Cotting, Amos, 193; — Uriah, 24, 496, 497.
 Cotton, Rev. John, 66, 90, 97, 105.
 Court of Oyer and Terminer, 200; of Assistants, 121, 122; of Requests, 726 et seq. of Admiralty, 728; — Court House, 142; — Court at Cambridge, 122; at Charlestown, 122; at Boston, 181, 199, 200.
 Council Records, 399, 734; — Council of N. E. 75; — of Plymouth, 43, 44, 48, 93; — for Foreign Plantations, 157.
 Coxe, —, 423.
 Cox-heath, 361, 366.
 Crabbe, Geo. 723; — William, 723.
 Crafts, Col. —, 396.
 Cragie's Bridge, 578.
 Crane, John, 504; — Maj.-Gen. 410; — P. M. 601, 760.
 Craufield, Edward, 203, 204.
 Crawley, James, 723.
 Crassey, Capt. 692.
 Cressy, S. T., 723.
 Crockett, —, 620.
 Cromwell, Oliver, 128, 145, 184, 185.
 Crosby, A. 760.
 Cross Street, 172.
 Crowley, Daniel, 471, 472, 509, 655, 657; — John, 567, 760.
 Crown Street, 173.
 Crump, Nathaniel, 723.
 Crusoe, Robinson, 47, 232.
 Cudworth, Rev. W. H. 651, 652, 669.
 "Cuff," 300.
 Culloden, Battle of, 361.
 Cumberland, Duke of, 361, 362.
 Cummsky, H. 442, 459, 515, 655, 677.
 Cunningham, —, 509; — Cunningham's Wharf, 566, 687, 702.
 Cunard, Samuel, 620, 621, 623; — Steamship line, 544; history of, 619-629, 633; — Wharf, 545, 630, 702; — House, 10, 471.
 Curtice, James, 723.
 Curtis, B. R. 675; — Paul, 691, 696, 698, 699, 711; — Curtis's Wharf, 702.
 Cushing, Thomas, 240, 539, 543; — Lucy, 278; — Judge William, 281, 287; — Mary, 287; — Caleb, 610; — Cushing's (Pratt &) Wharf, 701, 702.
 Cutler, E. 27; — Pliny, 752.

D.

- Daland, Henry R. 436.
 Dale, Daniel, 760.
 Dana, Ch. Justice Francis, 284, 285; — Samuel, 751.
 Danforth, Thomas, 108, 214.
 Danforth Papers, 113, 128, 137, 149, 156.
 D'Anville, Duke, 349.
 Daniel, Beverly, 27.
 Daniel Webster, The, 697.
 Dand, John, 100, 102, 104, 108, 109, 110.
 Davenport, Rev. —, 648.
 Davidson, Gen. —, 332.
 Davis, J. P. 33; — William, 252; — Daniel, 292; — Mrs. Dr. 332; — Samuel, 424; — Thomas E. and family, 505; — John, 516; — J. Amory, 752.
 Davie, Humphrey, 148, 194.
 Darby, Earl of, 50; — Philip, 723.
 Darlington, 462.
 Darracott, Geo. 40, 338, 414, 458, 496, 586, 687; —, 338.
 Dartmouth, Earl of, 376.
 Darton's Wharf, 702.
 Dawes, Judge, 278, 284.
 Dearborn, Henry, 357, 498-401, 740 et seq.
 Dearborn's Boston Notions, 159, 182.
 Deaths, 762, 763; — Deaths in E. B. 1836, 520.
 Decatur St. 538-540, 544, 573, 593, 613, 648, 671, 685, 686, 702, 756.
 Decatur, Mrs. Commodore, 21.
 Dedham, 286, 301.
 Deering, Rev. —, 659, 661.
 Deer Island, 193, 210, 212, 221, 368, 485, 503.
 Defence of N. E. Charters (Dummer's), 209, 211, 344.
 Defender, The, 698.
 Defoe, Daniel, 232.
 Degrand, P. P. F. 500.
 Delafield, Rufus K. 523.
 Delano, W. H. 520, 760.
 Delanoy, Peter & John, 724.
 Delap, John, 723.
 Delaware Bay, 137.
 "Deluge Hose," 642.
 Demond, T. D. 601.
 De Monts, Sieur de, &c. 717.
 Denbigh, 52.
 Denison, Maj.-Gen. 136.
 Denmark, 341.
 Derne Street, 194.
 Derby, Hersey, 424, 490, 497, 498.
 Derry, 234, 317.
 Despatch, The, 697.
 Detroit, 401.
 Devonshire, 60; — Devon Co. 60; — Devonshire St. 496.
 Devereaux, John, 760.
 Devereux, William, 504; — John N. 639.
 Devine, James, 657.
 Devoy, —, 572.
 De Windt, Johannis, 234.
 De Wolf, James, 27.
 Dexter, Samuel, 21, 285; — Aaron, 419; — Dr. 425.
 Dictionary of dates, 577.
 Dillaway, —, 338.
 Ditson, Thomas, 760; — Mrs. Abiah, 763.
 Doane, J. C. 30, 31, 34, 429; — Capt. 759; — Elisha, 313; — Maria F. 313.
 Dod, Daniel, 620.
 Dod's Peerage, 360.
 Docks, &c. 576, 577; — Dry Dock Works, at N. Y. 695; — East Boston & Simpson's, 708, 709.
 Dock-head, 142.
 Dock Square, 172.
 Dodd, —, 505; — Capt. E. 517, 520.
 Donaldson, Capt. —, 505.
 Dorcetshire, 60, 61.
 Dorr, Wm. B. 687.
 Dorchester, 5, 11, 46, 57, 60, 61; settlement of, 62 et seq., 63; first meeting-house in, 65; removal of church, 67, 83, 193, 224, 281, 282, 290, 291, 411, 485, 486, 492, 638, 718; — Heights, 173, 390, 404; — Annals of, 60, 62, 66, 71; — Point, 32; — Neck, 89; — Antiq. & Hist. Soc. 71.
 Donald McKay, The, 698.
 Donnison, William, 401.
 Douglass, Capt. 505; — Henry, 723.
 Dover, 46; — Street, 235.
 Downing, Mary, 254; — Sir George, 224.
 Downes, Com. John, 499, 505.
 Downs, Alex. 723.
 Dragoon, The, 699.
 Draughton, 50.
 Drake, S. G. 72, 73, 84, 85, 89, 95, 105, 112, 119; — Hist. Boston, 57, 78, 83, 84, 88, 96, 102, 105, 106, 112, 119, 128, 137, 147, 169, 182, 188, 201, 212, 226, 276, 316, 341, 366; — Book of the Indians, 188.
 Draper, Margaret, 383.

Drinker, Edward, 116, 119, 120, 123, 125.
 Dudley, Joseph, 199, 204, 205, 232, 345, 347, 350; — Thomas, 65, 71, 78, 79, 148, 149; — Chief Justice Paul, his family, &c. 301, 302; — Joseph, 301, 302; — Colonel, 740, 742.
 Dudley estate, 301, 302.
 Dudley Castle, 52.
 Duel between White and Finch, 420.
 Duer, John, 723.
 Dummer, Jeremiah, 209, 211, 343, 344.
 Dummer's School, 384.
 Dunlap, William, 174.
 "Dunbar," (Engine) 642.
 Dunbar, Peter, 458; —, 552; — Joseph, 642; —, 728.
 Duncan, Peter, 758.
 Durand, A. B. 175.
 Durdant, —, 731, 732.
 Durgan, —, 758.
 Dutch, The, 67, 102, 128, 130, 132, 137, 147, 155, 157, 718.
 Duties paid by Cunard steamers, 628.
 Duvind, John and Daniel, 231.
 Dwight, Colonel, 332; — Jonathan, 497.
 Duxbury, 690.

E.

Eagle, The, 78, 697.
 Eagle Hill, 6, 11, 425, 518, 532, 541, 544, 545, 546, 583, 587, 589, 591.
 Eagle Street, 540, 541, 546, 588, 702, 756.
 Eagle Point, 8.
 East Boston, First house in, 460; buildings erected in, 1834, 471, in 1835, 516; celebration at, 478 et seq.
 East Boston Company, 3, 4, 12, 23, 35, 40, 186, 254, 256, 258, 311, 326, 345, 421, 428; proposals for organizing, 432-438, 441; incorporated, and first meeting of, 442; list of shareholders, 442, 443-448; number shares, 452; plans of improvement, 453; public lands accepted, 454, 455; appointment of officers, 469, 470; annual reports of, 518, 532, 533, 764; valuation in 1837, 520; office in New York, 522; change in direction, 525; early actions of, 551-565, 571-575, 587-589, 591, 593, 594, 598, 601, 602, 612, 618, 621, 629-632, 637, 638, 644, 660, 665; connected with Timber Co. 670-676, 680, 681, 685, 686-688, 703-705; act of incorporation and by-laws, 743, 744; officers of, 750-753; report of, 658, 764; records of, 452.
 East Boston Wharf, 538, 543, 553, 554, 677, 700, 702.
 East Boston Wharf Co. 467, 474, 519, 553, 573; history of, 676-679.
 East Boston Gas & Iron Co. 702.
 East Boston Timber Co. 3, 467, 469, 515, 519, 521, 528, 543, 553; History of, 670-676, 702.
 East Boston Ferry Co. 519, 545, 678.
 East Boston Pottery, 710.
 East Boston, The, 468, 474, 478, 552, 554, 555, 563, 691, 697.
 Eastern Avenue, 555, 573-575.
 Eastern Railroad, 426, 468, 519, 538, 539, 541, 542, 544; connection with ferry, 552-565, 593; history of, 602-619; incorporated, 616, 621, 629-634, 640, 678, 700; — wharf, 702.
 East Indies, 633.
 East Wood island, 7, 8, 460, 545, 546, 685.
 Eastport, 400.
 East River, 529.
 Eaton, 48.
 Eaton, William P. 758.
 Eccley, Rev. —, 226.
 Eccleshall Castle, 50.
 Ecterloney, Roger, 724.
 Edith, The, 697, 699.
 Edwin Forrest, The, 691, 698.
 Edes, Edward, 517.
 Edmund Dwight, The, 697.
 Edwards, Dr. Jonathan, 224, 266; — Rev. Timothy, 224; —, 515.
 Edward, Prince, 287.
 Eddy, R. H. 9, 501, 547, 572, 588.
 E. F. Pratt, The, 697.
 Egypt, 694.
 Eldridge, Frank O. 696.
 Eliot's Biographical Dictionary, 74, 76, 139.
 Eliot, John, 272; — John, Jr. 272; — Mr. —, 333; — Rev. 335; — Rev. John, 517; — John, 723.
 "Eliot" fire engine, 641.
 Elliot, Samuel, 231; — Henry, 723.
 Elizabeth, Queen, 717.
 Ellis, Col. 50.
 Elmes, Thomas, Sen. & Jun. 724.
 Elms, Anson, 642; — John, 762.
 Ellenborough, Lord, 20.
 Eltham, 189.

- Elvira, The, 698.
 Elyas, The, 135.
 Elyot, Hugh, 716.
 Emerson, Rev. William, 260.
 Emerald, The, 699.
 Emerton, John J. 704.
 Emery, James, 231.
 Emporium, The, 697.
 Empress of the Sea, The, 694, 698.
 Encampment upon N. I. 341-348.
 England, 57, 58, 60, 61, 69, 76, 92, 97, 100-103, 113, 114, 124, 125, 127-130, 132, 133, 137, 147, 151-153, 160, 166, 168, 173, 175, 176, 180, 186, 199, 204, 209, 213, 216, 222, 230, 233, 234, 242, 244, 245, 249, 251, 259, 269, 276, 317, 341-344, 349, 364-366, 378, 397, 416, 417, 461, 462, 481, 571, 620, 625, 680, 716-718, 722, 762.
 Endeavor, The, 699.
 Endicott, Gov. John, 73, 137, 161, 167, 182.
 Endymion, The, 699.
 Enoch Train, The, 698.
 Episcopacy, 92, 93; plans to establish, 93-99, 125; trouble with Maverick on account of, 98-115, 178, 207, 265.
 Episcopalians, 75, 76, 77, 88, 94, 274.
 Eppes, Capt. William, 81.
 Era, The, 697.
 Eringo, The, 698.
 Erie Canal, 670, 690.
 Erie, Fort, 313.
 Erskine, John, 277.
 Evans, Rev. S. J. 650, 664.
 Evelyn, The, 699.
 Everett Street, 537, 544, 585.
 "Everett House," The, 504.
 Everett, A. H. 496.
 Ewell, 691, 696-698.
 Expedition of 1711 against the French, 342-348.
 Essex Street, 170; — County, 495.
 "Essex," The, 552, 563, 690, 697.
 Eustis, —, 5; — Abraham, 27.
 Europe, 243, 343, 417, 480, 596, 621, 627, 679, 694; History of, 341.
 Eutaw, The, 697.
 Eutaw Street, 637, 667, 688, 702.
 Exchange Coffee-House, 406.
 Exchange Street, 172, 189, 191, 194, 226.
 Exchange Bank, 523.
 Exeter, 168, 710.
 Exon, 60.
 "Experiment," The, 455.
 Eyles, Joseph, 726.
 Eyre, —, 732.

 F.
 Fairmount Waterworks, 497.
 Familists, 98.
 Fanny, The, 691, 697, 698.
 Fanny McHenry, The, 698.
 Fands, Harry, 727.
 Fairweather, Capt. 216.
 Falcon Street, 541, 589.
 Falmouth, Lord, 729.
 Falmouth (Eng.), 717.
 Farley, Francis, 231, 724; — John, 724; — Robert, 753.
 Faneuil, Peter, 347; — Andrew, 347, 348.
 Faneuil Hall, 262, 335, 347, 391, 621.
 Farmer, John, 85, 208.
 Farmer's Hist. Coll. 208; Register, 65, 73, 159.
 Farnum, John, 118, 123.
 Fatherland, The, 698.
 Favorite, The, 699.
 Fay, —, 272; — F. B. 456, 548; — Richard S. 477, 581, 582, 751, 752.
 Fearless, The, 698.
 Federal Street, 262, 263.
 Felt's Eccl. Hist. 58, 62, 67, 74, 84, 93, 94, 104, 105, 109.
 Felt, J. B. 90, 94, 104.
 Felt's Annals of Salem, 90, 167.
 Felt's Mass. Currency, 185.
 Fenwick, Benedict J. 645, 655.
 Fenn, Robert, 189.
 Fenno, John, 5, 11, 40, 329, 334, 507, 511, 516; — J. W. 751-753.
 Fenton, Thomas, 723.
 Fernald's Wharf, 702.
 Ferris, Mortimer, 6, 276.
 Ferguson, Archibald, 167; — Mary, 167.
 Ferry Wharf, 702.
 Ferry Street, 756.
 Ferry, 5, 11, 12, 28, 34, 35; between Winnisimet and Charlestown, 86, and Noddle's Island, 240; Boston and the Island, 241, 433, and Winnisimet, 486; East Boston Ferry Co. 519, 614; — Ferry Street, 262, 538, 756; — Ferry Wharf, 544; — Boats — Experiment, 455; Maverick, 408, 552; East Boston, 468, 552; Essex, 552;

- Norfolk and Daniel Webster, 565; Tom Thumb, 455, 551; — landing, 468; — regular trips, 478.
- Ferries, subject of, fully treated, Chapter XVI.
- Fessenden, John M. 610-612.
- Fettyplace, William, 4, 516, 525, 559, 572, 573, 574, 671, 684, 704, 750-752.
- Fettyplace & Bowker's Wharf, 702.
- Fisher, Samuel, 229; —, 657.
- Fishing parties, 42.
- Fiennes, Nathaniel, 184.
- Firle, 361.
- Fisk, —, 330; — Wm. 420, 759.
- Field, Rev. Chester, 649.
- Finch, William, 420.
- Field, S. R. 601.
- Fiske, A. H. 752.
- Fitton, Rev. Father, 656.
- Fire Department, 635-642.
- Fire Fly, The, 698.
- "Fireman's Advocate," The, 638.
- Fitchet, —, 620.
- Fitzpatrick, Bishop, 656.
- Florence, 716.
- Florida, 716, 717.
- Flanders, 233.
- Flats, The, 9.
- Fleming, —, 725-728.
- Flemmis, —, 727.
- Fletcher, Edward, 190, 191; — John, 724; — E. E. 759.
- Flagg, J. W. 321; — John G. 442.
- Florence, The, 699.
- Flower, Truman, 471, 516.
- Floyd, Robert, 724.
- Flying Cloud, The, 692-694, 698.
- Flying Fish, The, 694, 698.
- Flying Childers, The, 698.
- Folts, D. D. 601.
- Folsom's Hist. of Saco & Biddeford, 159.
- Fontenay, Battle of, 361.
- Fortifications at Noddle's Island in 1812, 397 et seq.
- Fortification gates, 235.
- Fort Du Quesne, 361, 363.
- Fort Hill, 205, 218, 392.
- Fort Independence, 336, 409, 485, 578, 603, 604.
- Fort Frontenac, 363.
- Fort Strong, 408-411, 415, 416, 419, 420, 466, 582, 584-586.
- Fort Warren, 409, 566, 740, 742.
- Fort James, 146.
- Fort Constitution, 741.
- Fort Burroughs, 742.
- Fort Erie, 313.
- Fort McCleary, 741.
- Foster, John, 214, 218, 235; — W. H. 610; —, 725, 729; — John, 752.
- Foss, A. S. 641.
- Forbes, R. B. 20, 672; — J. M. 751.
- Force's Hist. Tracts, 79, 215.
- Fortuna, The, 699.
- Fowle, Thomas, 97, 100, 102, 104-106.
- Fowler, John, 637, 723; — Timothy, 724.
- Foxcroft, Rev. Thomas, 259.
- Fowle, Samuel, 759.
- France, 49, 215, 262-264, 330, 341, 398, 416, 417, 479, 498, 581, 583, 716, 717, 722, 754.
- Francis I. 716.
- Franklin Street, 42.
- Franklin Place, 383.
- Frankye, George, 723.
- Francis, Ebenezer, 24, 33; — Rev. —, 651.
- Freeman, —, 231; — Nathaniel, 411, 415; — Thomas, 723; — Robert, 724.
- French and Indian War, 389; — French Revolution, 262, 342, 343, 363, 364; — The French, 146; — French Islands, 242, 245; — French settlements in America, 716.
- French, Thomas, 520, 640-642; — Daniel, 636; — Richard, 724; — Martha, 759.
- Free Bridge to South Boston, 23.
- Freneau, Philip, 359.
- Friend, The, 698.
- Friendship, The, 82, 83.
- Frobisher, —, 716.
- Frog Lane, 193, 229.
- Frolic, The, 697.
- Front Street, 534.
- Frost, Oliver, 567.
- Frothingham's Hist. Siege of Boston, 373, 378.
- Frye, Jno. 723; —, 729.
- Fuller, S. P. 458, 537, 538, 547.
- Fulton Bank, 672, 673.
- Fundy, Bay of, 625.
- Furnell, William, 723.
- Fyffe, John, 723; — James, 723.
- Fyler, —, 696, 699.

G.

- Galena, The, 697.
 Gallagher, John, 695.
 Game Cock, The, 691, 697.
 Game Law, 53.
 Ganges, The, 699.
 Gage, Thomas, 170, 352, 356, 359; sketch of, 352, 367, 372, 375, 376, 385, 389; — Wm. H., sketch of, 360; letter from, 361, 362; — Lady, 361; — Lord, letter from, 361, 362.
 Gard, Roger, deed of Sam. Maverick to, 719, 720, 721.
 Gardner, Henry, 92; — W. H. 455, 456, 548; — Chas. F. 567, 650, 696, 698, 699; — Henry D. 579, 696, 698, 699; — Gardner's Wharf, 172.
 Garratt, Wm. 724.
 Garrett, Joseph, 660; — Henry, 723.
 Gas Works, 702.
 Gates, Gen. 736.
 Gayllerd, William, 83.
 Gazelle, The, 697.
 Gedney, Barth. 214, 216.
 Gelston, Dr. 316.
 Gemsbok, The, 699.
 Genealogical & Hist. Reg. 60, 62, 73, 87, 106, 164-168, 218, 220, 222, 292, 296, 367, 388.
 General Warren, The, 699.
 George, Capt. 215; — John, 116, 121; — Rev. N. D. 649.
 George I. 232; — III. 276, 286, 287, 322.
 Georgetown, 19.
 George, Lake, 349.
 George's Island, 396.
 Georgia, 620.
 Georgiana, 721.
 Gerard, J. W. 26, 254, 307, 426, 439-443, 445-448, 455, 498, 525, 526, 644, 704; Mrs. E. 26, 28, 29, 35, 258, 307, 426, 427, 428; proposal of sale by, 439, 440; sale by trustees for, 441-448.
 Gerry, F. A. 515; — H. A. & T. A. 762.
 Gerrish, Geo. W. 579.
 Gibbs, —, 205; — Armeta, 659, 662.
 Gibbes, Thomas, 181.
 Gibbert, Nathl. 723.
 Gibson, Major-General, 51; — Nehemiah, 759.
 Gibbons, Edward, 82.
 Gift, The, 63.
 Gifford, John, 69.
 Gilbert, C. C. 536, 582, 751-753; — Sir Humphrey, 716, 717.
 Gill, Aaron, 761.
 Gilman family, The, 168; — Edward 1st & 2nd, John T., Nicholas, Antipas, Mave-
 rick, Abigail, Catherine, Elizabeth, 168.
 Governor, 741.
 Gillyard, Thomas, 723.
 Girdall, Richard, 116; — Mary, 116.
 Glass house, 170.
 Glasgow, 274, 626.
 "Gleaner," 193, 196, 235.
 Glasgow, The, 357.
 Glazer, Oliver, 762.
 Glazier, Mr. —, 519.
 Glendon Rolling Mill, 541, 545, 576, 579.
 Gloucester, 608, 615, 647.
 Glover, Benjamin, 290.
 Goble, John, 724.
 Goddard, Benjamin, 311.
 Golden Fleece, The, 692, 698.
 Golden West, The, 698.
 Golinn, Charles, 724.
 Goodhue, —, 255.
 Goodrich's Hist. U. S. 130.
 Goodwin, —, 124; —, 230; — Ozias, 672; — Gen. Ichabod, 738, 740, 741.
 Googin's Wharf, 702.
 Gookin, Capt. 148; — Samuel, 347, 350.
 Gordon's Hist. Am. Rev. 355, 371-373, 377, 382, 390-392, 394, 396, 397.
 Gore, Christopher, 33.
 Gorges, Robert, 43, 44, 47, 48, 72, 74, 75; — Ferdinando, 43, 49, 75, 719; — John, 44, 48; — Patent, 72, 75, 108.
 Gori, Ferdinand, 504.
 Gorton, —, 153.
 Gosnold, Bartholomew, 717.
 Gould, Thomas, and other Baptists, oppression of, 116-124, 191; —, 547; — Salma E. 601.
 Gove, Stephen, 235.
 Governor's Island, 485.
 Gower, John, 724.
 Grace Church, 603.
 Grafton, Elizabeth & Priscilla, 168; — Joseph, 291.
 Gragg, W. A. 456, 548.
 Graham, —, 212; — J. L. 505, 526, 527, 750.
 Granary Burying-Ground, 289, 290, 296, 508.
 Grants, see Conveyances; — Table of, 715-

- 719; — to Brereton, 44; — to Council of Plymouth, 43; — to Maverick, 56.
 Grand Island, 459, 670, 672, 673, 690.
 Grand Junction R. R. 532, 533, 544; history of, 629-635, 700, 706; — wharves, 702.
 Granger, Phebe, 762.
 Grattan, —, 623.
 Gravenor, Thomas, 723.
 Graves, 251; — Rev. H. A. 647; — Rev. J. M. 647.
 Gravesend, 152.
 Gray, Samuel, 171, 173; — Winthrop, 226.
 Gray's Wharf, 578.
 Great Britain, 186, 247, 248, 276, 282, 341, 364, 491, 417, 620, 721, 722.
 "Great Marsh," The, 538, 539, 540.
 Great Western, The, 621.
 Great Republic, The, 691, 693, 698.
 Greaves, Thomas, 550; — Samuel, 724.
 Gree, William, 229.
 Grenelle, Artesian well at, 581, 583, 754-756.
 Greenland, 716.
 Greenleaf, Benj. 68; — Elizabeth, 268, 269; — Gardner, 442, 443, 458, 471, 475, 553, 680, 750.
 Greenleaf's Point, 19.
 Greenwich, 716, 718.
 Greenway, Henry, 724.
 Greenough, Thomas, 238, 249, 250, 254, 257, 259; sketch of, 269-271, 272, 315, 322, 323, 338, 358, 385; — Rev. William, 5, 226, 258, 254, 258, 268; — sketch of, 271-274; — Sarah, 250, 253-255, 257, 258, 259, 428, 489, 731; — David S. (the elder), 4, 5, 17, 18, 19, 24, 25, 27, 226; sketch of, 312, 439, 450; — David S. (the younger), 25, 26, 28, 29, 31, 197, 253, 254, 258, 274; sketch of, 312, 428, 429, 430, 432, 525, 574; — David, 751, 752; — Maria F. 32, 34, 429-432, 436, 437, 511, 605, — John, Elizabeth, and Capt. Wm. 269; — David, John, James, Anne, and Jane, 430, 432, 437.
 Greenough interest in N. I. 427, 511.
 Greenwood's Hist. King's Chapel, 159.
 Greenwood, —, 171.
 Griffin, Rev. Dr. 272.
 Gross, Elizabeth, 269.
 Grosvenor Square, 252.
 Grover, John, 724.
 Growt, Capte, 81.
 Guichenet, Peter, 723.
 Guiney, The, 135.
 Gunthorp, Matilda, 197, 231, 232, 249; — William, 250.
 Gurley, John W. 291.
 Gusanna House, 50.
 Gyles, John, 170.
- ## H.
- Haddington County, 274.
 Hagar, Geo. O. 636, 637, 762; — Sarah, 762; — Geo. D. 472, 516.
 Hague, The, 20, 341.
 Halcyon, The, 698.
 Hale, William, 95; —, 332; — Benjamin, 610.
 Haley, —, 467, and wife, 468.
 Halifax, 14, 287, 390, 402, 490, 620, 623.
 Hallet, —, 526, 527; —, 679, 680, 686, 687.
 Hall, Thomas, 152; — Samuel, 563, 565, 587; plate presented to, 592, 672; — Ship-building, 690, 691, 696, 699, 709, 711; — Samuel, jr. 696, 698, 699; — William, 696, 698, 699; — Ephraim, 759; — Martin, L. 711; — Hall's Wharf, 702; — Nicholas, 723; — Samuel W. 760.
 Hampden, 759.
 Hamilton, Alexander, 736; — Hamilton, The Cutter, 505, 621.
 Hampshire County, 224.
 Hampton, 718.
 Hancock, John, 196, 262, 284, 332, 365, 386; — Thomas, 195, 196; — Mrs. 334; — Henry, 723; — Hancock Wharf, 193; — Street, 169, 194; — Hancock School-house, 169; — "Hancock," The, 379; — Hancock Bank, 476, 528, 672, 673.
 Handbill printed at Newport, 371, 374, 377.
 Handmaid, The, 63.
 Handforth, 44.
 Hanford, Jesse, 650.
 Hannerton, Thomas, 721.
 Hanover Street, 169, 262.
 Hanson, Thomas, 723.
 Harding, Chester, 505, 506; — Misses, 506.
 Hardy, Mary, 763.
 Hargrave, William, 69.
 Harlow, Ivory, 662.
 Harman, Samuel, 724.
 Harmony Street, 519, 542.
 Harvard University, 20, 184, 224, 259, 260, 261, 277, 281, 331, 323, 357, 358, 406, 494, 498.

- Harper, R. G. 21.
Harris, —, 15; — Anne, 87, 164; — Elizabeth, 194; — John, Thomas, William, and Daniel, 164; — Edward, 759; — Major, 415.
Harry of the West, The, 699.
Harrington, Rev. —, 651.
Hart, Edmund, 14, 334.
Hartford, 206, 207, 656.
Harvey, Peter, 522.
Haskins, Lydia, 272.
Hatch, —, 510; — Mrs. 736.
Hatton, John, 724.
Hawks, Moses, 168; — Rev. Dr. Francis, 288.
Hawkins, Thomas, 189.
Haverhill, 423.
Havre, 576; — Havre Street, 502, 516, 598, 644, 648, 656, 683, 756.
Hawarden Castle, 50.
Hawthorne, —, 148, 149.
Haynes, Guy C. 442, 459, 460, and family, 468; 472, 475, 476, 552, 635-637, 645, 665, 666, 758; — Mrs. 663.
Hay-press, 41.
Hayden, Jane, 35, 309, 427, 437; — John, 258, 309, 311, 427, 437; — William, 497.
Haymarket Square, 590.
Hayward, Major, 229.
Hayward P. Cushing, The, 698.
Hazard, The, 697.
Hazard's Record of United Colonies, 188.
Healey, Mark, 562, 574, 751.
Heath, General, 286.
Heard, Augustus, 704; — John, jr. 442.
Henshaw, Samuel, 300; — John, 442, 458; — John, 497, 571, 573; — C. 676.
Helicon, The, 697.
Hellespont, 354.
Hempstead, Rev. Henry E. 648.
Hendee, C. J. 752, 753.
Henry VII. 716; — Henry IV. 717.
Henry Street, 545, 643, 651.
Henry Hill, The, 699.
Higgin, Uriah, 82.
Higginson Family, 358.
Higden, —, 732.
Highlander, The, 691, 699.
Highlanders, 392.
Hill, Capt. 135; — Isaac, 120; — N. 332, 334; — Misses, 334; — General, 343, 344, 345; — David, 760.
Hillard, Geo. S. 623.
Hinckley, R. L. 759.
Hingham, 99, 105, 168, 222.
Hirst, Grove, Elizabeth, and Mary, 268.
Hitchcock, Col. 379; — Rev. R. S. 645.
Hobart, Samuel B. 709.
Hodge, —, 174.
Holden, Oliver, 695, 699.
Hoff's Neck, 396.
Hog Island, 7, 44, 87, 163, 183, 357, 367, 369, 371, 372, 476, 379, 485.
Hogs-Flesh, —, 487.
Holbrook, S. R. M. 751, 752.
Holmes, Jonas, 164; — Alfred, 641.
Holmes and Snelling's Docks, 701.
Holt, —, 732; — Holt Bridge, 50.
Holland, 67, 243; — Rev. —, 681, 710.
Hollis Street Church, 391.
Homer, William F. 710.
Hooper, Joseph, 517; — Messrs. 657; — Mary J. 759; — Henry N. 711.
Hoogly, The, 698.
Hooke, Francis, 106, 108, 155, 158, 161, 212; — Mary, Petition to Andros, 106, 107, 108, 155, 159, 168, 178, 212; — William, 719, 720.
Hooker, Rev. Thomas, 66.
Hopkins, Ann F. 759.
Horsey-Doune, 69.
Horsford, P. L. 724.
Hosford, H. H. 758.
Hospital (Plymouth, Eng.), 58-61.
Hosack, Dr. 507.
Hotchelager, 716.
Hotel Square, 463, 464, 471, 475-478, 502, 515, 538, 543, 594, 599, 677, 756; — Hotel Street, 475, 478, 508, 545, 643.
House Documents (Cong.), 404, 409, 416.
Hoven, James, 695.
Howard, Mary Maverick, 170; —, 170.
Howe, —, 196; — Gen. Sir William, 366, 391, 393; — Lord, 726; — Howe's Wharf, 702.
Howe, James, 724; — Thomas, 724.
Hubbard, Rev. William, 66, 160; — Samuel, 119.
Hudson, William, 183.
Hughes, William, 168; — Benjamin, 724; — James, 724.
Hull, Capt. John, 119; — William, 401, 736, 740, 741; — Isaac, 505.
Hull, —, 61, 390, 396.
Humly Parish (Eng.), 274.
Humphrey, —, 14-18, 27; — Humphrey's Life of Gen. Putnam, 371, 385.

Hundred Boston Orators, 171.
 Hummelman, —, 638.
 Hunt, Rev. John, 300; — Nancy, 324; — William, 641; — John, 724; —, 759.
 Hunt, William, 724.
 Hunter, Leonard, 720.
 Huntington, Rev. F. D. 652.
 Hyde, Capt. 135; — George, 724; — Hyde Park, 507.
 Hydrant Company, 642.
 Hutchinson, Elisha, 218, 235; — Edward, 240, 248; — Eliakim, 188, 218, 230; —, 89, 484; — Thomas, 365; —, 725; — Hutchinson's Hist. Mass. 44, 46, 48, 72, 75, 99, 100, 127, 128, 130, 131, 138, 142, 144, 145, 149, 151, 155, 158, 159, 184, 201, 205, 206, 207, 213, 238, 341, 345; — Hist. Coll. 128, 149.
 Hyslop, William, 5, 6, 14, 222, 232, 238, 254, 257, 259, 270, 271; sketch of, 274-278, 300, 307, 334, 338, 427, 732; — Mehetable, 226, 250, 253-255, 257, 258, 269, 270, 276, 307, 357, 489, 731; — David, 4, 24, 226, 253, 254, 258, 276; sketch of, 307-312; his family, 308; his will, 311, 427, 437; his son, 457; — William, jr. 226; — Mrs. Jane, 35, 310, 311, 427; — Elizabeth, 222, 253; — James, William, David, Elizabeth, and Mehetable (children of William), 254, 276; — Elizabeth and Mehetable, 277.

I.

Iceland, 755.
 Illinois, 647.
 Indemnity Bill, 479.
 Independence, The, 420.
 Independent Co. of Cadets, 313, 365, 418.
 Independents, 124.
 Indenture, Tripartite, Sumner, White, and Oliver, 432 et seq.
 Indian, The, 699.
 Indiaman, The, 698.
 India Wharf, 193, 415, 496.
 India Street, 496.
 Indians, 47, 63, 67, 73, 74, 84, 88, 90, 101, 188, 225, 277, 341, 342, 506; — Indian Currency, 187; — titles, 193, 250; — prisoners on Noddle's Island, 197; — Massachusetts, 210.
 Indus, The, 360.
 Industrial Operations, 670 et seq.
 Inner Temple, 48.

Insane Hospital, 42.
 Introductory Letter, 1-36.
 Iosco, The, 697.
 Ipswich, 168, 423, 613, 615.
 Ireland, 233, 245, 246, 317, 341, 626, 719, 761.
 Ireland, William, Sen'r and Jun'r, 164.
 Irish Forces, 51.
 Irwin, Rev. John, 650.
 Irving's Washington, 393.
 Isabella, Queen, 715.
 Islands appropriated to public benefits, 53.
 Isle of Shoals, 168.
 Italy, 506, 716.

J.

Jackman, G. W. 760.
 Jackson, Benjamin, 228, 314, 322; — William, 80; — Thomas, 168; — Rev. —, 275; — Judge, 311; — General, 332; — Jonathan, Anecdote of, 357, 358; — Charles, 358; — Andrew, 479; — Robert E. 691, 696-699.
 Jamaica, 135.
 Jamaica Plain, 362, 758.
 James I. 43, 717-719; — II. 201, 205, 317, 341; — III. 341.
 James River, 80.
 James, Fort, 146.
 James Baines, The, 698.
 Jane, The, 698.
 Jansen, John B. 174.
 Japan, The, 698.
 Jarvis, John W. 175; — Miss, 354; — Dr. 354; — Thomas, 723.
 Jefferson, Thomas, 21, 22, 291, 425, 426.
 Jeffrey, Patrick, 236.
 Jeffries, John, 182, 466, 472, 516, 517, 692, 750-752; — Mrs. Dr. 663.
 Jeffries Point, 551, 700, 702.
 Jeffries Street, 537, 702, 756.
 Jenks, Rev. Wm. 271, 273; — T. Russell, 39.
 Jenkins, —, 760.
 Jennings, George, 723.
 Jenny Lind, The, 697.
 Jersey Lands, 16.
 Jewell, The, 63.
 Jewett, —, 382.
 John, The, 81.
 John E. Thayer, The, 692, 698.
 John Bertram, The, 697.

- John Gilpin, The, 698.
 John Patterson, The, 699.
 Johnson, John, 165; — Thomas, 20; — Mrs. and the Misses, 20; — Edward, 72-74, 85, 92; — Ruth, 164, 165; — Isaac, 64, 71, 78; — Capt. 148; — Rev. H. H. 663; — Major John, 278, 300; — Ma'am, 294; — E. 516; — Eleazer, 638, 639; — Judge, 736.
 Johnson's Wonder-Working Prov. 45, 46, 72, 160.
 Jones, T. K. & Co. 496; — Chief Justice, 505; — Mrs. Charles F. 506; — Henry, 579, 650; — Samuel, 704; — John, 724; — G. B. 751, 752; — Mary, 758.
 Jones's Wharf, 702.
 Jones's Hall, 646, 647.
 Jordan, —, 135.
 Jordin, Eph. 724.
 Joselyne W. 761.
 Joseph Peabody, The, 699.
 Joselyn's Wharf, 702.
 Josselyn, John, 70, 71, 77, 78, 89-92, 160, 483.
 Journal of each Prov. Congress of Mass. 369, 374, 382, 387.
 Journal, The Boston, 651.
 Joy, Thomas, 104; —, 260; —, 505; — Misses, 505; — Charles, 508.
 Joy's Building, 260.
 Judicial Robes abandoned, 284.
 Julia Ann, The, 698.
 "Juvenile Missionary Society," 661.
- K.
- Kearney, Francis, 174.
 Keen, S. 637, 759.
 Keely, P. C. 657.
 Kelly, R. H. 758.
 Kelley, Daniel D. 565, 691, 696-699; — William, 696, 699.
 Kelley's Wharf and Railway, 702.
 Kemble, Mount, 366; — Peter, 366; — Margaret, 366; — Mary D. 366.
 Kendall, —, 638; — L. M. 758, 760, 761; — W. M. 762.
 Kendrick, John, 442, 676.
 Kennebunk, 741.
 Kenandene, W. H. 723.
 Kent, 189.
 Kent, Chancellor, 208, 505; — Robert R. 650.
 Kerby, Thomas, 723; — Thomas A. 723.
 Kerr, —, 231.
 Kilby Street, 262, 496.
 Kilby Bank, 521, 522.
 Kilgore, Marian, 762.
 King's Chapel, 159.
 King Street, 172, 191, 192, 229.
 King, John, 40, 330; — John, Jr. 723, 724; — Edward, 331; — Rev. —, 651; — Benj. 723; — Gen. 736, 743.
 King Lear, The, 698.
 Kingman, Widow, 476.
 Kipps, Henry, 724.
 Kirk, Philip, 762.
 Kirke, Sir David, 82.
 Kirkland, Samuel, 277; — President, 277.
 Kirwan, Richard, 723.
 Kittredge, —, 521.
 Kittery, 107, 108, 158, 161, 168, 741.
 Knapp, Samuel L. 289, 296.
 Knox Street, 540, 541, 545.
 Knox, Adam, 170; — Ann, 170; — Gen. 325, 333.
- L.
- Lacadie, 82.
 Lacon, The, 697.
 La Chevette, 360.
 Ladd, Nathaniel, 168.
 Lady Franklin, The, 698.
 Lake, Thomas, 191, 221.
 Lambert, Robert, 116; — John, 724; — Mary A. 758; — D. H. 763; — Mrs. 763.
 Lamb's Dam farm, 33.
 La Minerva, 360.
 Lamson, Benjamin, 442, 458, 471, 491, 516, 521, 536, 559, 572-574, 601, 645, 686, 700, 750-753; — Sarah, 759.
 Lamson Street, 534, 545, 668.
 La Mutine, 360.
 Lancashire, 49, 51.
 Lander, —, 255.
 Landing at Cape Ann, 73.
 Lane, Levi and Elizabeth, 170; — Major, 742.
 Lang, —, 506.
 Langdall, Marmaduke, 51.
 Langford, Jonas, 723.
 Langley, —, 732; — Daniel, 762.
 Lantao, The, 697.
 Lardner, Dionysius, 620.
 Laroch, Sir James, 231.
 Lascelles, —, 726, 729.
 La Tour, 82.

- Lathrop, Rev. 231.
 Laud, Archbishop, 93, 259.
 Laurence, John, 155, 159.
 Laughing Water, The, 639.
 Lauriat, —, 493.
 Laurillia, The, 698.
 Lavery, Thomas J., Matthew, and Jane, 472.
 Lavington, Samuel, 723.
 Lavicuntt, Jos. 724.
 Lavicountt, John, 724.
 Law in reference to drinking, 78.
 Lawrence, —, 193; —, 762.
 Leach's Wharf, 16, 29.
 Leader, Richard, 182-184, 256.
 Leander, 354.
 Leases of the Island, Chap. XII., to Temple, 314, 315, to Cochran & Bell, 317, to H. H. Williams, 322 et seq.
 Ledger, The E. B. 633.
 Lee, Mrs. 333; — James & Co. 706; — James, Jr. 706.
 Leeds, —, 527; — Leeds's Neck, 290.
 Lefavor, —, 515.
 Legulists, 95.
 Le Isle de France, 330.
 Leichfield, 52.
 Leicester Co. (Eng.), 185.
 Leighbridge, 50.
 Lenthall, Edward, 48.
 Leon, Castile and, 716.
 Letter Book, 398, 410, 411.
 Letters. — Wm. Jackson to Samuel Maverick, 80; W. H. Sumner to Moses Brown, 23; W. H. S. to Mrs. Gerard, 26; J. C. Doane to W. H. S. 31; Maria F. Greenough to W. H. S. 31; Drinker to Clarke, 119; of King Charles II. 129; Breedon to "My Lords," etc. 129; Cartwright to Secretary of State, 130; Maverick to Breedon, 135; to Coventry, 136; Clarendon to Nichols, 138; Colonial Authorities to the King, 138; Cartwright to Nichols, 139; Maverick to Nichols, 139; Clarendon to Maverick, 141; Commissioners to Governor and Council, 143; Nichols to Arlington, 146; Maverick to Arlington, 147; Colonial Authorities to the King, 150; Clarendon to Nichols, 151; Maverick to Nichols, 151-153; Benjamin Colman to Anthony and William Stoddard, 227; Gov. Shirley to Legislature, 247; John Yeamans to Legislature, 247; Charles Chauncy to Nathaniel Chauncy, 265; Gov. Sumner to Judge Cushing, 287; Moses Williams to Wm. H. Sumner, 294; David C. Poignand to W. H. Sumner, 295; Elizabeth Sumner to W. H. Sumner, 302, also 306; Admiral Gage to W. H. Sumner, 351; Lord Gage to Wm. H. Sumner, 361; W. T. Miller to his wife, 378; John Marston to W. H. Sumner, 383; Mrs. Adams to John Adams, 388; W. H. Sumner to Moses Brown, 422; J. W. Gerard to W. H. Sumner and Benjamin Welles, 446; J. W. Barton to W. H. Sumner, 503-508; W. H. Sumner to Larkin Thorndike, 529-532; Ebenezer Atkins to W. H. Sumner, 597; W. C. Barstow to W. H. Sumner, 599; Francis Vinton to W. H. Sumner, 604; Wm. Barnicoat to Officers, etc. 639; W. C. Barstow to Gen. Sumner, 757; Benj. Pond to Gen. Sumner, 757.
 Lettinwell, Elisha, 374.
 Leverett, Gov. John, 124, 184, 187, 218; — Major-General, 148.
 Liverpool, 51.
 Lewis, Samuel S. 438, 441-443, 458, 464, 469, 475-477, 497, 501; — Superintendent, 525, 565, 583, 622, 623, 628, 676, 677, 681, 685, 750-753; — Asa, 442, 471, 475, 759; — Mary S. 759.
 Lewis Street, 434, 437, 439, 646, 647, 663, 664, 677-679, 682, 702, 756.
 Lewis's Wharf, 12, 193, 468, 543, 544, 553, 561, 616.
 Lexington, 351-353, 356, 367, 369, 370, 376, 379, 381, 388, 389, 508.
 Lexington Street, 515, 540, 601, 687, 688, 702, 756.
 Lexington, The, 680.
 Ley, Lord, 95.
 Leyden, 232.
 Liberty Street, 173, 174.
 Liberty Square, 263, 495.
 Liberty Tree, 262, 391.
 Lidget, Charles, 201.
 Lieutenant-General, The office of, 44, 49.
 Lighthouse Island, 396.
 Lightfoot, Samuel, 723; — John, 723.
 Lightfoot, The, 698.
 Lightning, The, 698.
 Light Infantry, Boston, 408, 410, 411, 479.
 Lincoln, Countess of, 79; — Gen. Benjamin, 325, 333, 396; — Levin R. 458; — Miss —, 517; — Rev. Calvin, 652; — Eliza-

beth, 666; — Hosea H. 666, 667, 669; —
 Levi, 745.
 Lind, Symond, 119, 201.
 Lindsley, William, 723.
 Linseed Oil Works, 705.
 Lion, The, 63.
 Lisbon Street, 473, 474, 538, 543.
 Litchfield, Nicholas, 660.
 Little York, Battle of, 173.
 Littlewood, William, 723.
 Livermore, Rev. L. J. 651.
 Liverpool, 576, 619, 620, 626, 628, 691, 725.
 Liverpool & Manchester R. R. 462.
 Liverpool, The city of, 621.
 Liverpool Street, 643, 671, 687, 701, 756.
 Lobster Wharf, 705.
 Locke, Stephen, 442, 474, 475, 542, 646,
 686, 700, 701.
 Lloyd, Henry, 321; — James, 403.
 Lombard, Ammi C. 442, 458, 469, 582, 647,
 676, 678, 752.
 Lombard's Wharf, 545, 702.
 Longmeadow, 497.
 Long Island (N. Y.), 132, 133, 135, 136, 152,
 368, 377, 396.
 Long Island Sound, 680.
 Long Pond, 587.
 Long Wharf, 275, 365, 396, 415, 455.
 "London News," 371; — London Gazette,
 376.
 London, 20, 40, 49, 74, 89, 106, 124, 180,
 184, 232, 242, 248, 250, 255, 275, 341, 488,
 489, 576, 577, 628, 643, 680, 706.
 London Company, 717.
 Londonderry, 233; history of, 233.
 London Street, 656, 700, 702, 756.
 Long Reach, 720.
 Lord, Philip, 520; — J. H. & Co. 710.
 Loring, J. S. 171; — Lieut. Col. Joseph,
 740, 742; — Commodore, 312.
 Lossing's Field Book of the Revolution,
 239, 366, 380, 391, 392, 396, 397.
 Lothrop, Rev. Dr. John, 271, 272, 414; —
 Loring, 667.
 Louisburg, 349, 717.
 Louis XVI. 264; — XIV. 341.
 Louisiana, 291, 707.
 Lovell, —, 386, 696, 701.
 Lovell's Island, 396, 485.
 Lovett, Pyam, 610.
 Lovejoy, Wm. R. 645, 655, 711.
 Lovelace, Col. Samuel, 155.
 Lovering, William and Joseph, 170.

Lowden, East, 274.
 Lowell, 54, 193, 318, 324, 329, 603.
 Lowell family, 358.
 Lowry, Henry, 724.
 Lucas, George, 723.
 Lucy & Harriett, The, 699.
 Lugg, Mary, 176.
 Ludlow, 61, 64.
 Lyman, Hon. Theodore, 666; — Captain,
 741.
 Lyman School, The, 503, 539, 646, 648,
 666-669.
 Lynch, —, 723; — Nicholas, 724; — An-
 thony, 724.
 Lynde, Simon, 119, 201.
 Lynn Mineral Spring Hotel, 477.
 Lynn, 6, 29, 69, 109, 369, 582, 604, 605, 610,
 615, 703, 715.
 Lynn Street, 262.
 Lynch, Nicholas and Mary, 231.
 Lyons, Samuel, 723; — Henry, 723; — Jos.
 724.
 L. Z., The, 697.

M.

Macaulay, T. B. 232.
 Macbeth, 507.
 Mackenzie, Alex. S. 505.
 Mackinen, William, 723.
 Macreading, Rev. C. S. 648, 660.
 Magnolia, Mather's, 59.
 Mail, The, 697.
 Maine, 41, 75, 107, 145, 152, 161, 168, 202,
 212, 308, 398, 400, 403-405, 417, 423; con-
 dition of, in 1812, 734 et seq.; means for
 defending, 735, 742.
 Malcolm, —, tarred and feathered, 170,
 171; — Eliza, 762.
 Malden, 25, 369, 409, 498.
 Malleable Iron Foundry, 472, 474, 493, 496,
 519, 540, 543, 637, 665; history of, 687-
 689, 705.
 Malgum, Eliza, 762.
 Maloun, Robert, 724.
 Malpasse, 51.
 Malta, 360.
 Manchester (N. H.), 193; — (Eng.), 462.
 Mangum, Z. A. 759.
 Manhadoes, 128.
 Manhattan Island, 529.
 Manjoor, The, 699.
 Manley, Commodore, 170.

- Mansfield, Capt. 505.
 Manson, —, 657.
 Manuella, The, 699.
 Marblehead, 6, 162, 167, 189, 265, 423, 486, 517, 608, 615.
 Marchant, Nath. 724; — Benj. 724; — John, 724; — Thomas, 724.
 Marey, William L. 675, 676.
 Marginal Street, 537-539, 544, 547, 630-632, 634, 678, 679, 692, 702, 706, 709, 757.
 Mariner, The, 698; — Jos. 442, 458, 687.
 Marine Railway, 474, 490, 538, 543, 553, 566, 604; history of, 686, 687, 701.
 Marion, J. 239; — Marion Street, 515, 540, 601, 687, 688, 756, 757.
 Market Place in Boston, 142.
 Marlborough, Duke of, 233, 345.
 Marsh, —, 682.
 Marshall, Col. 396; — Misses, 506; — Marshall's College, 325; — Marshall's Life of Washington, 341.
 Marshfield, 690.
 Marrow, Col. 51.
 Marston, John, 10, 383, 384.
 Martha, The, 699; — Martha Worthington, The, 697.
 Martin, Samuel, 239; — Josiah, 231; — Col. 231; — Thomas, 723; — Peter, 724; — Edwin, 724; —, 729.
 Martinico, 242, 245.
 Mary Bangs, The, 699.
 Mary and John, The, 47, 61, 63, 64, 71, 72, 498.
 Maryland, 93, 645.
 Marriage in E. Boston, first, 516; in 1835, 516.
 Mason, —, 207; — Lieut. 83; —, 144, 145; —, 561; — Thomas, 691; — F. A. 640, 759; — C. B. 704; — Jeremiah, 741.
 Mastiff, The, 699.
 Massacre, Boston, 171, 172.
 Massachusetts, 41, 43, 46, 53, 72, 73, 90, 91, 99, 100, 108, 120, 131, 134, 135, 137, 140, 141, 145, 146, 151, 153, 185, 202, 208, 217, 224, 232, 233, 234, 243, 244, 263, 268, 270, 278, 285, 288, 289, 299, 301, 341, 342, 343, 355, 362, 365, 366, 371, 380, 396, 397-405, 415, 419, 449, 494, 507, 663, 675, 712, 717, 734-742; — Bay, 39, 46, 57, 58, 72, 74, 75, 248, 318, 321, 363, 445, 450, 717, 718, 719; — Company, 48, 718, 719; — Colony, 9, 39, 99, 113, 115, 120, 128, 129, 138, 140, 146, 147, 155, 244, 246; — Patent, 70, 77; — Govt. 107, 143, 152, 154, 168, 178, 212; — Archives, 44, 101, 102, 106, 110, 142, 199, 228, 330, 350; — Records, 45, 48, 53, 56, 75, 76, 82, 83, 85, 87, 94, 96, 97, 109-111, 121, 128, 137, 140, 148, 149, 156, 159, 167, 168, 179, 180, 199, 204, 217, 235, 449, 549, 550; — Hist. Coll. 57, 67, 68, 70, 77-79, 85, 89, 90, 91, 133, 159, 189, 204, 316, 362, 368, 380; — Resolves, 299, 436; — Spy, 371; — Claim, The, 419; — Guards, The, 515; — The, 697; propeller, 697.
 Masts, present of, to the king, 150.
 Mather, Eleazar, 224; — Mrs. Esther, 224; — Cotton, 59, 260, 262, 275; — Increase, 121, 184, 217, 224, 259, 262; — Samuel, 261; — Mather's Magnalia, 59.
 Mattapan, 62, 63, 64.
 Matthew, —, 725-729.
 Maverick, Rev. John, acct. of, 57-68, 69-72, 166, 224, 486, 498; — Elias, 56, 82, 83; kindness to Indians, 84, 86; at Winnisimmet, 87, 88, 89, 162; his family, 162-166; will of, 162-164, 168, 486; — Abigail, (dau.), 87; — Mr. of Winnisimmet, 82-85; — Abigail, 168; — Peter Rushton, his family, 173-176; — Antipas, 56, 162; his family, 168; — Radford, 57; — Richard, 130; — Nathaniel, 107, 161, 178-181, 256, 486, 487.
 Maverick Family, Genealogy of the, Chap. VII.; — Samuel, 45, 46, 53; — Noddle's Isl. granted to, 56, 67; acct. of, 69-160; son of the Rev. John, 61; at Noddle's Island, 72-74; owns land in Maine, 75; takes freeman's oath, 75; 76-80, 82, 83; kindness to Indians, 84; 85, 86, 88; hospitality, 89; 90; a slaveholder, 91, 92; an Episcopalian, 94; ordered to remove to Boston, 94; 95-97; eccl. troubles, 98-112; petition dau. Mary, 106; imprisonment, fines, etc. 108-111; sale of the Island, 115, 125; royal commissioner, 128-162; in New York, 151, 154, 167-169; character, 176, 177; sells the Island, 178-182, 198, 199, 203, 212, 213, 256, 257, 258, 324, 340, 483, 484, 486, 487, 492, 495, 501, 549, 550, 640, 644, 712; deed to Roger Gard, 719, 720; — Amias, 161, 178, 181, 182, 550; — Samuel, jr. 155, 159; his family, 161, 162, 486; — Samuel (killed in Boston Massacre), 171-173; — Mary (dau. of Samuel), 161; — Moses, his family, 56, 80, 162, 167, 168; — Samuel (son of Moses), 162.

- Maverick Family in N. E. and N. Y. 169-176; — John of Boston, his family, 169-173.
 Maverick Street, 466, 471, 473, 502, 515, 520, 537, 539, 542, 544, 545, 573, 593, 644, 651, 652, 656, 663, 683, 691, 702, 756, 757.
 Maverick Church, 564, 643-646, 647, 651, 655, 659-661, 664, 683, 684.
 "Maverick," The, 468, 469, 475, 478, 552, 554, 555, 563, 565, 690, 697; — Fire Engine, 638, 640, 642.
 Maverick Wharf, 702.
 Maverick Bank, The, 710, 711.
 Maverick Water Power Company, 685, 686, 702.
 Maverick House, The, 354, 454, 464-466, 474, 475; history of and public celebration, 475; enlarged, 508; sold, 512, 515, 516, 518, 538, 543, 555, 572, 588, 591, 593, 623, 645, 677, 762.
 Maverick Square, 454, 458, 459, 475, 478, 538, 545, 593, 637, 645, 651, 683.
 Maverick Hall, 645, 647.
 Maury, Lieut. 626.
 Maurice, 51.
 Mayer, Samuel, 724.
 May, Abigail, 322.
 Mayflower, The, 63; —, 699.
 Mayhew, Rev. Dr. Jonathan, 265; —, 80.
 Mayo, Rev. John, 118; — Watson, G. 579; —, 759.
 McCallion, Charles, 655.
 McCann, Peter, 657.
 McClary, Major, 356, 360.
 McCollough, William, 601.
 McCobb, Col. 742.
 McDonough, —, 357.
 McFingall, Trumbull's, 370, 375.
 McGraw, —, 517.
 McGruder, Capt. 505.
 McIntire, Timothy, 471, 472, 516, 520, 760.
 McIvor, D. & C. 628.
 McKay, Donald, 691-694, 696-699; — Wharf, 702; — Hugh R. 696, 698, 699.
 McKennan, William, 231.
 McLean, 693.
 McLester, Michael, 723; — John, 723.
 McManus, Patrick, 442, 459, 472, 515, 655, 677.
 McNiar, Capt. B. 520.
 McNulty, —, 472.
 Mead, Samuel O. 442.
 Meadcalfe, James, 97.
 Mears, —, 286; — Mrs. 334; — Frederick, 710.
 Mechanics Charitable Association, 407.
 Medfield, 264.
 Medford, 6, 263, 357, 369, 409, 498, 578, 582, 676, 691.
 Meeting-house at Dorchester, 65.
 Melville, John, 758, 762; — Mary F. 762.
 Memoir of Gov. Sumner, 295.
 Mercantile Library Building, 261.
 Mercer, Samuel, 250, 731.
 Merchant's Bank, 191, 194, 226, 488.
 Merchant's Row, 170.
 Merchant's Exchange, 225.
 Mercury, The N. E. 20, 241, 715.
 Meredith, William, 723.
 Meridian, The, 691, 697.
 Meridian Street, 420, 463, 472, 477, 493, 515, 538, 543, 545, 579, 637, 641, 643, 648, 663-665, 671, 688, 756.
 Meridian St. Bridge, 573; — history of, 576-580, 595.
 Meridian Street Church, 649, 660.
 Mermaid, The, 698.
 Merse, —, 729.
 Merrill, Rev. J. W. 648; — Rev. D. H. 648; — Rev. J. H. 648; — Anna M. 666.
 Merriam's Corner, 356.
 Merrimack River, 193, 718.
 Merry Mount, 46, 74.
 Merryfield's farm, 5.
 Messenger, Daniel, 418, 645.
 Methodists, 648, 649.
 Methuen, 647.
 Mexico, 49.
 Mexican War, 367, 505.
 Midas, The, 697.
 "Middle farm," 10, 452, 519, 541, 546, 704.
 Middle Street, 169, 262.
 Middlesex County (Eng.), 252.
 Middleton, Sir Thomas, 51.
 Middlewich, 50.
 "Midnight Musings," etc. by Freneau, 359.
 Miles, Pliny, 621, 627; — Rev. —, 651.
 Milk Street, 365; — (E. B.), 662.
 Military Board, 27.
 Military History of the Island, Chap. XIII.
 Mill bridge, 227.
 Mill dam, 8; — The, 497, 586.
 Mill Hill, 182.
 Mill Pond, 493, 500, 538.
 Miller, William T. 378, 379; — Moses, 515, 521, 538, 539, 543; —, 759.

- Miller's Wharf, 701, 702.
 Minerva, The, 275.
 Minnehaha, The, 699.
 Minot, Judge, 236; —, 676.
 Minot's Ledge, 649.
 Minstrel, The, 697.
 Mishawum, 46, 72.
 Mistick, 45.
 Mitchelson, James, 723.
 Mitchell, —, 695.
 Mobile, 41.
 Moncka, The, 699.
 Monk, George, 194; — N. 723.
 Monmouth Street, 687, 756.
 Monongahela, 363.
 Monroe, James, 374, 620.
 Montague, Admiral, 14, 490; — Benjamin, 175; — Lady, 276.
 Montezuma, The, 697.
 Montgomeryshire, 50; — Montgomery Castle, 51.
 Montgomery, James, 695.
 Montreal, 342, 365, 650, 716, 717.
 Montserrat, 255.
 Moody, Master, 10.
 Moon Island, 396.
 Moore, Annie, 169.
 Moore Street, 542, 598.
 Moreton's Point, 23, 422, 424.
 Morgan, Evonn, 81; — Enos, 515, 620; — Jacob, 723; —, 760; — Morgan farm, 282, 290, 291.
 Morrill, R. P. 516, 760; —, 758.
 Morris, Captain, 401; — Vall. 723; — John, 733; — Thomas, 723; — Charles, 723.
 Morris Canal Company, 528, 673.
 Morristown, 366.
 Morse, Rev. Dr. Jedidiah, 336, 338; — E. 760, 763; — Perses L. 763.
 Morton, Thomas, 46; — Nathaniel, 154; — Rev. Charles, 232.
 Mosely, Sir Edward, 50.
 Moses, The, 697.
 Moses Wheeler, The, 697.
 Motley, —, 498.
 Moulton, Simeon, 516.
 Mountfort, Joseph, 170-173; his family, 173; — N. B. 89, 161, 169, 170, 172, 173, 176.
 Mount Vernon, 496.
 Mount Vernon Street, 194.
 Mudge, Ezra, 703, 704.
 Muddy Brook, 193.
 Muddy River, 89, 218.
 Muir, James, 723.
 Mullin, William, 760.
 Munn, Patrick, 175.
 Mungomery, John, 724.
 Munich, 657.
 Munroe, William H. 650.
 "Murderers" Mavericks, 74, 85, 340.
 Munlock, Horace, 504; — Colonel, 759.
 Murphy, Thomas, 657.
 Murray, Parson, 334; — John, 723.
 Muscle shoal, 16.
 Muzzey, Rev. A. B. 651.
 Musgrave, —, 255.
 Mystery, The, 698.
 "Mystery Hid for Ages," etc. 265.
 Mystic River, 6, 8, 39, 376, 503, 570, 575, 590, 611, 666-678.
- N.
- Nahant, 6, 44, 475, 491, 503.
 Nantpwich, 50, 51.
 Nantasket, 47, 61, 64, 79, 93; — Roads, 345, 346, 392, 396, 490.
 Nanton, Robert, 724; — Richard, 724.
 Narragansett, 79, 151, 187, 188, 203, 205.
 Nash, Robert, 97; — John, 723.
 Nashua, 193.
 Nason, W. B. 763.
 National Guards, 415.
 Naumkeag, 46.
 Navy Yard, Location of, etc. 11, 14-20, 24, 490, 503.
 Navigation Act, 243.
 Neal, David A. 562, 574, 575.
 Nelson, J. 214, 344, 349.
 Neponset River, 5.
 Nestorians, The, 225.
 Newmaker, John, 182.
 Newbold, Richard, 182-184, 256, 488.
 New London, 344.
 New Bedford, 288.
 New Brunswick, 530.
 New Cornhill Street, 496.
 Newfoundland, 82, 152, 716-718.
 Newburyport, 266, 357, 358, 423, 608, 610, 615, 691.
 Newbury, 268, 384.
 Newdigate, John, 358; — Nathaniel, 358.
 Newdigate's farm, 193, 240, 317, 358.
 Newell, Mary, 116; — Timothy, 368, 379, 380, 382, 383; — Rev. W. W. 644.

- Newell's Journal, 368, 379, 380, 382, 383.
 Newhall, F. S. 610; — G. R. 610.
 Newhall's Tavern in Lynn, 715.
 Newton, 5, 66, 97, 272, 353.
 Newport, 119, 123, 371, 374, 377, 455, 505, 551, 656.
 Newington Green, 232.
 New England, 43, 46, 48, 58-60, 63, 70, 71, 80, 81, 93, 94, 99, 100, 107, 113, 127, 128, 136, 147, 153, 158, 169, 180, 184, 189, 201, 205, 207, 232, 233, 244, 248-250, 265, 315, 318, 341, 342, 344, 349, 351, 363, 397, 413, 418, 421, 530, 616, 620, 633, 634, 700, 712, 718, 719; Hist. of, 140.
 New England Steam and Gas Pipe Co. 710.
 New England Mercury, 22, 241, 715.
 New England Memorial, 58, 59, 64.
 New England Council, 75.
 New England Chronicle, etc. 377.
 New England Guards, 415.
 New England Bank, 528, 672, 673.
 New Haven, 102, 271, 352.
 New Supply, The, 89.
 News Letter, Boston, 224, 344, 345, 348, 383.
 New Hampshire, 168, 202, 208, 232, 233, 249, 250, 317, 341, 342, 369, 371, 710, 741.
 New Hampshire Gazette, etc. 372, 374, 376, 377, 381.
 New York, 29, 32, 107, 131, 146, 151, 155, 204, 233, 277, 342, 363, 423, 603, 629, 675, 720.
 New York City, 89, 154, 155, 161, 169, 173-176, 186, 252, 288, 307, 391-393, 445, 455, 459, 498, 504, 506-508, 522-527, 529, 552, 553, 555, 563, 566, 606, 607, 620, 626, 627, 633, 635, 644, 645, 673, 674, 676, 677, 690, 692-695, 709.
 New York Colonial Hist. 128, 131, 134-136, 138, 139, 141, 143-145, 151-154, 156, 157, 206, 255.
 New York, Brodhead's Hist. of, 157.
 New York Hist. Coll. 169.
 New York Records, 173, 174.
 New York Observer, 338.
 New Jersey, 32, 233, 363, 366, 496, 620, 650, 688, 689.
 New World, The, 697.
 New Street, 187, 539, 543, 547, 593, 686, 702, 756.
 New Orleans, 41.
 New Hospital, 51.
 New Brick Church, 270, 331.
 New Burying Ground, 218, 219.
 Niagara, 363, 401.
 Niagara River, 470, 670, 690.
 "Niagara," The, 470, 690, 697.
 Nibbs, James and Henry, 723; — Jeremiah, 723; — Benjamin, 724; — Philip, 724.
 Nicolls, Matthews, 155, 159.
 Nichols, Richard, 107, 130, 131, 134, 135, 137-139, 141, 146, 151, 153, 155, 156, 158, 159, 203, 213; —, 231.
 Nicholas, The, 89.
 Nicholay, Thomas, 723.
 Nicholson, Francis, 342, 343, 349.
 Nickerson's Wharf, 702.
 Nile, Battle of the, 344.
 Nix's Mate, 451.
 Noble, John, 23, 536, 547, 689.
 Noddle, William, 45-47.
 Noddle's Island, before the Revolution, 9; division of title, 28 et seq.; sales confirmed by general court, 35; situation of, 39; a pasturage and fishing-ground, 41, 42; called Brereton, 44; name of, 45; wood upon, 89; Baptists at, 115 et seq.; sale of, by Maverick, 178; sale of, by Briggs, 179; sale of, by Nathaniel Maverick, 179; suit regarding, 179; title in Col. Burch, 181; sale of, by Col. Burch, 182; title in Richard Cooke, 183; suit regarding, 183; sale of, to Temple, 184; sale of, by Temple, to Col. Shrimpton, 186; title of in Mrs. Shrimpton, 223; title of in Elizabeth Yeamans, 231; entail docked, 238; title in John Yeamans, 239; title by will to John and Shute Yeamans, and by their death, to Mary Chauncy, Sarah Greenough, and Mehetable Hyslop, 250; fee of in D. S. Greenough, Elizabeth Sumner, and David Hyslop, 253, 254; title of, traced, 256-258; leases of, Chapter XII.; devastations upon, 325; called Williams's Island, 328; barracks upon, 329; fortifications on, 340; encampment on, in 1711, 341-348; military operations on, in 1775-6, 351-397; fortifications on, in 1812, 397 et seq.; plans for improving, 421 et seq.; title of a moiety held by Sumner, White, and Oliver, 432; title of in East Boston Co. 447.
 Norman, John and Sarah, 168.
 Normandy, 716.
 Norris, —, 515, 516, 520.

Norristown, 695.
 Norseman, The, 699.
 Norton, —, 128.
 North American, The, 698.
 Nor-Wester, The, 696.
 Northern Eagle, The, 698.
 North American Review, 603.
 North American Ins. Office, 599.
 North American Life Ins. and Trust Co.
 673.
 North Boston Company, 449.
 North Carolina, 717, 718.
 North River, 529.
 North Free Bridge, The, 700.
 North Chelsea, 239.
 Northampton, 224, 227, 300.
 Northampton, Earl of, 50.
 Norfolk, 21; — County, 278, 431.
 "Norfolk," The, 565.
 North Battery, 24, 29, 415, 608, 609.
 North Battery Wharf, 551, 578, 604, 606.
 Northmen, The, 715.
 Norman, John and Sarah, 168.
 Nourse, Charles, 27; — John F. 667.
 Nova Scotia, 184, 221, 342, 530, 620, 717,
 761.
 Novelty Works (N. Y.), 553.
 Noyes, —, 758; — Wm. A. 760, 762; —
 Mrs. 762.
 Nugent, Walter, 723.
 Nutt Island, 152.
 Nye, Rev. —, 124.

O.

Oak Island, 604.
 Oakley, Judge and family, 505.
 O'Brien, N. I. A. 655.
 Observatory, The National, 626.
 Ocean Monarch, The, 697.
 Ocean Steam Navigation, 621, 627.
 Odd Fellow, The, 697.
 Offley, Stephen, 234.
 Ohio River, 363, 364.
 Ohio Company, 364.
 Old Hickory, The, 698.
 Old North Engine, 641.
 Old North Church, 270, 391.
 Old South Church, 272, 290, 300, 337, 391.
 Olive Clark, The, 697.
 Oliver's Puritan Commonwealth, 72, 76, 85,
 113, 158, 159.
 Oliver, F. J. 34, 35, 311, 428, 429, 431-439,

441-443, 446, 447, 453, 458, 463, 465, 466,
 469, 470, 476, 478, 479, 498, 500, 505, 548,
 553-555, 605, 606, 614, 615, 671, 685, 743,
 744, 750, 751; — James, 135, 136, 142,
 182; — Mary, 136; — Peter, 191.
 Oliver's Dock, 263.
 Oliver Street, 357.
 Ontario, Lake, 363.
 Orange, Prince of, 213.
 Orange Street, 169.
 Orderly Book, 400, 410, 411, 416, 417.
 Order Book, Gen. Ward's, 884.
 Ordway, Aaron, 515, 516, 643; —, 667.
 Ordinaries, 78.
 Orford, Lord, 328.
 Organ in Brattle Street Church, 275.
 Oriental, The, 691, 698.
 Orkney, 716.
 Orleans Street, 474, 537-539, 542-544, 646,
 702, 756.
 Orr, Bernard, 724.
 Oroomiah, 225.
 O'Reilly, Bishop B. 656.
 Osborn, Miss L. 666.
 Osborne, Thomas, 116-118, 121-123; — Mrs.
 117; — William, 183, 191.
 Oswego, 363.
 Osgood, —, 696, 698, 699.
 Otis, H. G. 33, 403; — James, 211.
 Owen, Thomas, 95, 96, 487; — Rev. Mr. 124.
 Oxford County (Eng.), 280, 281.
 Oysters, 7, 79, 80.

P.

Pacha of Egypt, The, 694.
 Paine, Thomas, 174.
 Page, —, 213; — Samuel P. 704; — Lieut.-
 Col. 740, 742.
 Paige, Nicholas, 215; — J. W. 458, 671, 704.
 Paixhan guns, 627.
 Padua, 99, 105.
 Palmer, Joseph, 236.
 Palsgrave, John, 107, 161.
 Panther, The, 698.
 Paper Mills, 5.
 Papists, 98.
 Para, 716.
 Paris, 264, 596, 600, 754, 756.
 Paris Street, 508, 515, 593, 638, 642, 643,
 648, 676, 683, 702, 756.
 Park Place, 360.
 Parke, James, 723.

- Parker, John, 169, 170; his family, 169, 170; — Peter, 301; —, 338; — Capt. 382; — Isaac, 399, 734; — Margaret, 517; — Joseph, 591, 724; — James, 724; —, 759; — B. W. 760.
- Park Street Church, 272.
- Parkman, Samuel, 176; — Rev. Dr. 414.
- Parry, Samuel, 724; — John, 724.
- Parsons, Richard, 81; — Theophilus, 268, 269, 285, 399, 734, 736.
- Passamaquoddy, 400.
- Pasterovitch, Peter, 504.
- Patten, Thomas, 442.
- Paulus Hook, 32.
- Payne, William, 33; — Edward, 226; — Tobias, 184.
- Paynter, William, 723.
- Peabody, George, 33, 505, 617.
- Pearson, Stephen, 471, 760; — Geo. W. 504, 758, 760.
- Pearl Street (Chelsea), 545, 579.
- Pearl, S. R. 759.
- Peck, John, 32.
- Pedigrees, Roberts, 222; — Stoddard, opp. p. 226; — Yeamans, 231; — Shute, 234; — Shrimpton, 254; — Sumner, opp. p. 291.
- Pelham, Mr. 726, 727.
- Pellican, The, 221.
- Pennsylvania, 343, 729; — Avenue, 19-21.
- Penobscot, 402, 506, 735, 738, 740, 759.
- Penobscot Bay, 717.
- People's Ferry, The, incorporated, 566; 687, 702; boats Washington and John Adams, 566.
- Pepperell, Sir Wm. 244, 268.
- Pequods, 90.
- Percival, Commodore, 505.
- Perit, —, 255.
- Perkins, —, 29, 606; — Dr. 225; — John, 53, 54, 482, 483; — T. H. 403, 404, 409, 488, 456, 496.
- Perry, Mrs. M. A. 27; — Com. O. H. 499; — E. W. 415, 516.
- Persia, 225.
- Peruvian, The, 699.
- Pettingell, Merrill and Mary, 758, 759.
- Peterhoff, The, 697.
- Petition of the Sugar Planters, 721.
- Peterson, —, 657.
- Pettick's Island, 368, 396.
- Peytona, The, 697.
- Phaselus, The, 699.
- Phelps, Rev. A. A. 645, 763; — Mrs. 763; — Mary H. 763.
- Phillips, George, 71; —, 268; — Major, 151; — Nathaniel and his family, 169-170; — William, 320; — Samuel, Jr. 386, 711; — Lieut.-Gov. Wm. 415; — S. C. 495; — Edwin, 515; — Mary G. 520.
- Phillips's Universal Dictionary, 74.
- Philadelphia, 14, 16, 17, 21, 497, 582, 626, 627, 695, 717, 756.
- Phips, Samuel, Capt. 347, 350.
- Pickering, Timothy, 355, 404, 736.
- Pickman, —, 255; — P. T. 745.
- Pierce, William, 90, 91; — Joseph H. 404, 409; — John, 471, 472, 636, 637, 643, 682, 683; — Silas, 536, 753; —, 554; — G. E. 584, 593, 683, 684; — Eliza, 666; — Franklin, 675; — Jonathan, 683, 759; — Mary A. 759.
- Pigeon, —, 471, 701, 702.
- Pike, Zebulon, 173; — John, Sen'r and Jun'r, 724.
- Pinckney, Commander, 505.
- Pine-tree coin, 185.
- Pines River, 704.
- Pingree, Samuel, 641.
- Piscataqua, 46, 79, 83, 135, 136, 140, 370, 736.
- Pitcairn, Major, 371.
- Pitkin's Political and Civil Hist. United States, 209, 242.
- Pittome, John, 210.
- Plans and Maps, 537-547.
- Plattsburg, 173.
- Plutarch, The, 699.
- Plymouth, 46, 66, 98, 102, 718.
- Plymouth Colony, 39, 99, 138.
- Plymouth Company, 43, 47, 718, 719.
- Plymouth Council, 93, 718.
- Plymouth (Eng.), 58-61, 360.
- Plymouth Rock, The, 697.
- Poignand, David C. 295.
- Point Comfort, 718.
- Point Shirley, 503, 519.
- Pollard, —, 515, 516, 646.
- Polynesia, The, 698.
- Pomona, The, 699.
- Pond, Hiram, 515, 520, 759; — Benj., letter of, 757, 758; — Rachel, 758.
- Pook, Samuel H. 694.
- Poole, —, 471, 701, 702; — John, 724.
- Population, 534; persons moving to East Boston in 1835, 516; in 1836, 519; births

- in 1836, 520; deaths in 1836, 520; marriages in 1835, 517; in 1836, 758, 759; births, 759-561.
- Porter, Rev. Dr. Eliphalet, 293; — Rev. James, 648; — Col. 382; — Capt. 458; — Commodore, 505; — John, 610; — Rev. C. S. 669.
- Porter Street, 534, 644, 666-668, 756.
- Portland, 629, 738, 741-743.
- Portsmouth, 46, 135, 140, 142, 423, 608, 736-741.
- Portsmouth (Eng.), 130, 371.
- Portugal, 342, 716.
- Port Royal, 342, 343.
- Potomac River, 19.
- Pottery, East Boston, 700.
- Powe, Edward, 724; — George, 724.
- Powell, Capt. 80, 81; —, 190.
- Pratt, John, 165, 166; — Olive, 516, 539, 543; — Jarvis, 696, 698, 699, 701, 702; —, 760.
- Pratt & Wilkinson's Wharf, 561.
- Presbyterians at East Boston, 662, 663.
- Prescott, Judge, 310; — Col. 360, 389.
- Prescott Street, 546, 756.
- President, The, 621.
- Preston, Capt. 252.
- Prince, Thomas, 59, 65.
- Prince's Annals, 59, 61, 63, 65, 73, 74, 79, 483.
- Princess, The, 699.
- Princeton College, 277.
- Princess Royal, The, 699.
- Princeton Street, 9, 472, 515, 574, 582, 602, 643, 756.
- Pring, Martin, 717.
- Pringle, William, 723.
- Price, Walter, 183, 256.
- Probate Records, 165, 249.
- Protection fire engine, 641.
- Providence, 81, 582, 603, 606, 756.
- Province House, 365.
- Province Court, 365.
- Prynn, John, 724.
- Puddington, Geo. 721.
- Pudding Lane, 496.
- Pulling point, 9, 482.
- Public Garden, 10, 540, 544, 547, 601, 602, 614.
- Puritans, 77, 91, 94, 98, 99.
- Puritanism, 93, 129, 133.
- Puritan Commonwealth, 72, 76, 85, 113, 158, 159.
- Putnam, Israel, 325, 352, 353, 371, 373-376, 378, 380, 388, 389; Humphrey's Life of, 371; — Dr. 15, 18, 20, 338; — Samuel R. 751.
- Putnam Street, 545, 582, 589, 601.
- Putnam's "World's Progress," 621.
- Pynchon, John, 203; — John, Jr. 204.
- Pyllarinus, 275.
- Q.
- Quakers, 113, 128.
- Quakerism, 117.
- Quarles, Francis, 90.
- Quarter-Sessions at Boston, 201.
- Quartier, Jacques, 716.
- Quebec, 287, 342, 344.
- Queen of the Seas, The, 698.
- Queen of Clippers, The, 691, 698.
- Quickstep, The, 698.
- Quincy, Samuel, 281; — Josiah, 418, 419, 494, 495, 497, 623; — Josiah, Jr. 500, 623.
- Quincy, 187, 603.
- Quincy Market House, 274.
- Quincy granite, 589.
- R.
- R. B. Forbes (steamer), The, 697, 698, 707.
- Race-horse, The, 697.
- Radiant, The, 698.
- Railroads: to Salem, 28, 34; — Boston to Providence, 29, 603, 606; — Eastern, 426, 468, 519, 538, 539, 541, 542, 544; connection with ferry, 552-565, 593, 629-634, 640, 678, 700; — Suspension, 460-464; — Whitehaven, 461; — Surrey, 461; — Stockton & Darlington, 462; — Liverpool & Manchester, 462, 603; — Quincy, 462, 603; — Grand Junction, 532, 533; history of, 629-635, 700, 706; — Lowell, 603, 629; — Worcester, 603, 634; — Baltimore & Ohio, 603; — Western, 629; — Boston and Maine, 629, 630; — Fitchburg, 629; Chelsea Branch, 630, 631; — Grand Trunk, 633; — Union, 634.
- Rainsford's Island, 566.
- Raleigh, Sir Walter, 717.
- Ramsay's Am. Rev. 392, 396.
- Rand, E. S. 752, 753.
- Randolph, Edward, 203, 205, 207, 208, 217.
- Rangers, The, 410.
- Rea, S. G. 750.
- Reading, 355, 356.
- Rebecca, The, 80.

- Records of the Free School in Roxbury, 281.
- Reed, Dr. —, 169; — Col. 369; — James M. 660; — Benj. T. 442, 458, 556, 571, 573, 687, 750, 751; — James, 751.
- Registry of Deeds (York, Me.), 721.
- Reid, Dr. L. B. 593.
- Reindeer, The, 697.
- Religion in America, Baird's, 202; Religious Liberty claimed, 101; petitions for, censured, 102; appeal of petitioners, 103; oppression of the Baptists, 115 et seq.; laws against, 120 et seq.
- Reporter, The, 692, 698.
- Reservoir, Beacon Hill, 229; in Brookline, 276, 589; in South Boston, 591.
- Revere, J. W. 442, 750.
- Revere House, The, 504.
- Revolution, Am. 9, 14, 42, 176, 244, 284, 340, 350, 354, 370, 424.
- Revolution in N. E. justified, 209, 210, 212, 215.
- Reynolds, W. B. 442, 676; — George, 724.
- Rhode Island, 27, 79, 102, 119, 138, 139, 145, 203, 342, 378, 398, 656.
- Rice, Henry, 495, 497; — Lewis, 536, 752, 753; — Edwin, 601; — William, 724; — L. B. 752.
- Richards, John, 199, 214; — Rev. Daniel, 648.
- Richardson, John and family, 222; — Elizabeth, 230, 254, 257; — E. 472; — Horace, 660; — J. B. 710; — John and Zephaniah, 723; — Gen. 742.
- Richmond (Eng.), 232, 249, 317.
- Rickbell, John, 136.
- Ridgway, Thomas S. 582-584; Report on Artesian Well, 754, 756.
- Ripley, Joseph, 442, 458, 474, 475, 542, 686, 700.
- Ritchie Hall, 649, 651.
- Roanoke, Island of, 717.
- Rollins, T. F. 516, 760.
- Roberts Pedigree, 222; referred to, 254.
- Robert H. Dixey, The, 698.
- Roberts, Thomas, 167; — Eunice, 167; — Richard, 170; — Mercy, 170; — Nicholas, 228, 314, 322.
- Robbins, Edward H. 438; — Joseph, 660.
- Robertson, —, 255.
- Robinson, Lieut.-Col. 357.
- Rochester, 203.
- Rockport, 657.
- Rogers, D. D. 194; — Capt. —, 331; — Wm. S. 442; — H. 516; Prince, 520, 759, 760; — Moses, 620; — Wm. 643; — H. 760.
- Ronan, Philip, 723; — John, 723.
- Romance of the Seas, The, 691, 698.
- Rosewell, William, 182.
- Ross, Hugh, 724.
- Rossiter, Mr. —, 61, 64.
- "Royal William," The, 621.
- Royall, Isaac, 244, 723.
- Royal Commission, The, 128-160; rep. of, 148.
- Royal Exchange Lane, 171, 172, 189.
- Roxbury, 81, 83, 41, 89, 172, 197, 198, 235, 265, 278, 281, 282, 285, 286, 290, 291, 293, 295, 299, 300, 301, 317, 318, 321, 333, 334, 378, 403, 432, 492, 498, 638.
- Roxbury Canal Corporation, 32; — Grammar-school, 293; — town records, 282, 283.
- Rucks, —, 119.
- Rugg, Mary, 176.
- Ruggles, Mrs. 333.
- Rumney Marsh, 195, 229, 230, 240, 489.
- Rushout, Sir John, 725, 729.
- Russell, Joseph, 16, 17, 44, 394; — Elder John, 119, 121; — Lockhart, 231; — Thomas, 236, 333; — —, Mrs. —, 287; — Mrs. Thomas, 333; — Benj. 508; — B. F. 567.
- Russian War, The, 693.
- Ryswick, Treaty of, 341.
- S.
- S. A. Stevens, The, 699.
- Sabine, Lorenzo, 186; — Sabine's Loyalists, 186.
- Sabbath Schools at East Boston, 663-665.
- Sable, Cape, 717.
- Saco, 108, 159, 741.
- Sackett's Harbor, Battle of, 313.
- Sagamore, John, 84.
- Salacia, The, 699.
- Salt, manufacture of, 235, 236.
- Salt Lane, 172.
- Salem, 11, 22, 23, 28, 29, 34, 46, 64, 72, 73, 78, 79, 167, 183, 355, 370, 378, 403, 422-425, 429, 433, 493, 495, 497, 498, 500, 505, 515, 516, 602-612, 615-618, 671, 672.
- Salem, Annals of, 90, 167.
- Salem, Church in, 108.
- Salmon, Mrs. 763.
- Saltonstall, Nathaniel, 203, 204; — Sir Richard, 66, 103; — —, 493, 495.

- Salter, —, 595: — John, 724.
 Saltonstall, Nathaniel, 619.
 Samoset, The, 697.
 Sampford, —, 89, 484.
 Sampson, Augustus, 695; — A. & G. T. 696-698.
 Samuel Cook, The, 697.
 Sanborn, S. T. 710.
 Sanderson, J. 724.
 Sandy Hook, 151.
 Sandys, —, 725-729.
 Sanford, Rev. Miles, 647.
 San Francisco, 691-695.
 Santa Claus, The, 698.
 Sappho, The, 697.
 Saratoga Street, 9, 472, 515, 516, 541, 546, 756.
 Sargeant, Annie, 169; — Peter, 199, 214; —, 10.
 Sargent, Mehetable, 227; — Col. Henry, 462, 463; — Hosea, 471, 520; — Thomas, 523, 525-527, 750.
 Sargent's Wharf, 565.
 Saunders, —, 461; — Edward, 487; — T. P. 686.
 Saugus River, 604.
 Savage, James, 70, 72, 84, 96, 168, 159; — Lieut. Thomas, 97; — William, 686, 687.
 Savannah, 620; — The, 620.
 Sawcolt, William and John, 723.
 Sawcutt, John, 281.
 Say, Lord, 185.
 Sayers, John, 179, 182.
 Seandrett, C. 723.
 Schell, William, 695.
 Scholfield, —, 680.
 Schools at East Boston, 693-699.
 Schuylkill River, The, 497.
 Scilly, 169.
 Scituate, 99, 259.
 Sconce, The, 218.
 Scroop, Gervase, 234.
 Scott, 157; — Ebenezer, 515; — Captain, 275; — Winfield, 27, 49; — Captain —, 333-335; — James, 333; — the Misses, 334.
 Scotland, 51, 100, 101, 274, 719, 760; Emigrants from, 233, 317.
 Scrope, —, 725-728.
 Sea Bird, The, 698.
 Seaccario, 731.
 Sea Island, 625.
 Sea King, The, 699.
 Seaman, The, 625.
 Sea-Wall, 8.
 Sea Serpent, 92.
 Seaver, Mrs. —, 331; — —, 587; — Capt. 641.
 Second Church in Boston, 118, 270, 271.
 Selden, David, 673, 674.
 Sentry Hill, 93.
 Sentro, John, 164.
 Serle, Gov. 224.
 Sewell, Judge, 198, 235, 734; — Joseph, 268; — Rev. Samuel, 198; — Samuel, 264; — Charles Chauncy, 264; — Judge, 399; — Major-Gen. Henry, 400, 736 et seq.
 Sewall's Diary, 198, 201, 206, 218, 222, 230.
 Sewerage, 592, 593.
 Shackford & Co.'s Wharf, 702.
 Shakespeare, 242.
 Sharpe, —, 726-729.
 Shaw, —, 18, 20; — R. G. 33, 442, 458, 551, 622, 624, 676, 680, 751; — Madam, 332.
 Shawmut, 46, 72.
 Sheafe, Mrs. Lucy, 278; — Mr. and Miss, 334.
 Shephard, —, 82.
 Sherbrook, Sir John, 402.
 Sherwood, Margaret, 165; — Richard, 728.
 Shimmin, Mrs. William, 170.
 Ship-building and Wharves, 689-702; ship builders, 690-692; list of vessels, 697-699; present advantages for, 699.
 Shirley, Governor, 225, 247, 363; — Alexander, 329.
 Shoemakers from Lynn, 703, 704.
 Shopleigh, Nicholas, 182.
 Short Narrative of Boston Massacre, 171.
 Shortwill, Ellen A. 759.
 Shrewsbury, 50, 51.
 Shrimpton, Henry, legacy to Baptists, 116, 119, 183; account of, 187; his family, 188-191; will of, 189; legacy, 191, 256; — Samuel, 107, 116, 158, 178, 186, 187; account of, 189-223; petitions for release of rent, 199; owns in fee-simple, 200; a Judge, 201; a Commissioner, 203, 204, 205; Lieutenant-colonel and Councillor, 206; resistance to Andros, 207-218; writs of intrusion, 210, 211, 212; Ancient and Honorable Artillery Company, 217; dies, 218; funeral, 218; his family, etc. 220-223; his will, 223, 230, 231, 236, 248, 254, 256, 314, 358, 484, 488, 712; — Madam

- Elizabeth, 194, 195, 218, 220, 222, 223, 226, 228-231, 235, 254, 257; — Elizabeth, 229; marriage contract, 230, 234, 254, 257; — Samuel, jr. 222, 223; family of, 230, 231, 233; died, 236, 254, 257; — Edward, 189, 233; — Epaphras, 232, 234; — family tomb, 289.
- Shrimpton Pedigree, 254.
- Shrimpton's Lane, 189, 191, 226, 229.
- Shropshire, 50.
- Shubrick, —, 505.
- Shurtleff, Benj. 466, 571-573.
- Shute, Gov. Samuel, 230; sketch of, 232-234, 239, 250; — Miss, 232; — John, 234; — Martha, 234.
- Shute Pedigree, 234.
- Sigler, —, 517.
- Sigourney, Andrew, 324, 334; — Daniel, 324, 334.
- Simmons, Charles, 642; — W. B. D. 657.
- Simpson, James E. 692, 699; — John O. 759.
- Simpson's Docks, 701, 709; — Wharf, 702.
- Singletary, —, 382.
- Six buildings, 19, 20.
- Sirius, The, 620, 621.
- Skerrell, William, 724.
- Skipper, Katharine, 165.
- Slack, Ruggles, 650.
- Slade, —, 682.
- Slavery in Mass. 90-93.
- Smallpox among the Indians, 84; in Boston, 176, 495, 496.
- Smith's Head, 5, 8, 23, 28, 426, 551, 554, 607.
- Smith's Hill, 9, 14, 25, 29, 382, 425, 452, 546, 677.
- Smith, John, 100, 102-104, 108-110, 118; — Lieut. John, 163, 166; — Sir John, 223; — Ruth, 163, 165; — Richard, 203; — H. W. 278; — —, 338; — Joseph, 442; — Matthew H. 567; — William, 723; — Oliver H. 759; — Abner, 760, 762; — Patrick, 760; — Nancy, 762.
- Smith's History of Virginia, 74
- Smithsonian Institution, 592.
- Smoot, —, 505.
- Smyrna, 275.
- Snake Island, 369.
- Snelling, G. H. 128; — E. H. 515.
- Snelling's Dock, 701.
- Snow, Samuel, Thomas, and Abigail, 229.
- Snow's History of Boston, 45, 63, 73, 171.
- Socinians, 98.
- "Socler's, E. B." 640.
- Sohier, W. D. 30, 31, 429, 431.
- Solon, The, 697.
- Somerby, H. G. 281; — John P. 642; — A. D. 763.
- Somersetshire, 60.
- Somerville, 582.
- Soule, Richard, 672, 680, 681, 751.
- Souter, Capt. 383.
- Southampton, 626, 754.
- Southard, S. H. 669.
- South America, 627, 716.
- South Audly Street, 274.
- South Battery, 193.
- Southboro', 166, 293.
- South Boston, 23, 32, 411, 503, 530, 568, 689, 700; — Bridge, 41, 530, 587.
- South Carolina, 21, 239, 729.
- South Cove, 493, 500.
- South Market Street, 274.
- South River, 46, 131.
- South Sea Company, 249.
- South Street, 32.
- Sovereign of the Seas, The, 691, 693, 694, 698.
- Spain, 217, 716.
- Spartan, The, 697.
- Spear, William T. 759.
- Spectacle Island, 482, 485.
- Spencer, Henry, 724; — Thomas, 724.
- Spooner, B. F. 636.
- Spot Pond, 583, 587.
- Sprague's Annals of Am. Pulpit, 271.
- Spruce Street, 301.
- Squeb, Capt. 47, 61, 62, 64, 498.
- Stackpole, William, 291.
- Staffordshire, 49; — The, 694, 698.
- Stafford Town, 50.
- Staghound, The, 694, 697.
- Standish, Miles, 46, 52.
- Stanwood, L. 752.
- Star of Empire, The, 698.
- Stark, Col. John, 10, 352, 357, 360, 371, 372, 388, 389, 481.
- Starks, Col. 742.
- State Arms, 190-192.
- State House, 6, 33, 192, 194-196, 229, 263, 288, 290, 336, 337, 488.
- State Street, 171, 172, 191, 225, 262, 263, 488, 495, 497, 634, 711.
- State Records, 216.
- Statistics, Miscellaneous, 758-764.

- St. Augustine, 239.
 St. Birinus, 281.
 St. Christophers, 81.
 St. Croix, 93.
 St. Denis, 755.
 St. Edbury, Church of, 280, 281.
 St. Eustatius, 231.
 St. George, 232, 346.
 St. James's Parish, 230.
 St. John, 717, 718.
 St. John's Church, 649, 650, 660.
 St. Joseph, 657.
 St. Katharine Docks, 577.
 St. Lawrence, 348, 349.
 St. Nicholas, 655.
 St. Nicholas Hotel, The; 504.
 St. Owen, 755.
 St. Paul's Ch. (N. Y.), 186; (Boston), 650.
 St. Steven, 82.
 St. Thomas, 231; — St. Thomas' Ch. 650.
 Stearns, —, 15; —, 520.
 Steele, Thomas, 315.
 Stell's Boarding-house, 20.
 Stephens, Hiram A. 662; — Gilbert, 662; — Thomas, 723.
 Stephenson, John, 724; — William, 724.
 Stetson, Caleb, 536, 753.
 Stevens, Capt. John, 225; — Martha, sketch of, etc. 225-227; — Thomas H. 442; — Charles, 610; — C. T. 763.
 Steward, —, 81.
 Stillman, Thomas B. 552, 553, 555.
 Stimpson, Samuel, 705.
 Stinson, Susan, 83.
 Stitson, William, 86, 87, 164; — Elizabeth, 86.
 Stockton & Darlington Railroad, 462.
 Stockwell, S. N. 601.
 Stoddard family, 224.
 Stoddard, Anthony, 183, 187, 191, 223, 224; — Simeon, 195, 222-228, 230, 235, 236, 238, 254, 257; — Madam Elizabeth, 224; Inventory, 229-231, 238, 268, 315; — David, 222, 230, 236; funeral of, 237; family of, 238, 253, 254, 257, 268-270, 276; — Elizabeth (his wife), 276; — Mary, Sarah, Mehetable (children of David), 222, 238, 354; — Sarah, 270; — Mehetable, 276; — Solomon, 224, 225; — Rev. Anthony, 224, 226; — Col. John, 224, 226; — David T. 225; — Esther, 224; — Martha, 225; — William, 227; — Anthony, 227.
 Stoddard Pedigree, opp. p. 226.
 Sugar Bill, 721-723.
 Sullivan, George, 173, 411, 415; — Madam, 333; — Thomas, 617.
 Sultan, The, 697.
 Sultana, The, 697.
 Summer Street, 42, 260, 262; — (Lynn), 604.
 Sumner, William (the ancestor) and the family, 281; — Increase, 291; — Gov. Increase, 4, 14, 222, 226, 253, 254, 276; sketch of, 278-296, 297-301, 311, 331, 333, 338, 398; — Elizabeth, 24, 217, 226, 253, 254, 258, 276, 278; sketch of, 300-307; letters of, 302-307, 308, 311, 337, 421, 426; — William H. 14; member of military board, 27, 31; purchases N. I. 84, 36, 196, 197, 222; legatee of Mrs. Stevens, 226, 254; sells estate in Antigua, 255, 258, 274; Morgan farm given to, 290, 307, 309-311; visits N. I. 332, 334, 337; letters to from Gage, 361-362; marriage, 366; letter to from John Marston, 383; executive agent in Maine, 405 et seq. and Appendix F.; adjutant-general, 405; letter to Moses Brown, 422; indenture between Sumner, White & Oliver, 432 et seq. 453; purchases the "Experiment," 455, 458, 461; buys land in front of Maverick House, 464 et seq. 470-473, 478; address, etc. at celebration, 479 et seq. 505, 511; removal and restoration of to the board, 524-528; letter to L. Thorndike, 529 et seq. 548, 551, 553-556, 571-573, 581-583, 587; gift to Tree Association, 595-599, 757, 758; 605, 606, 608, 614, 622-624, 620, 636, 649; Timber Co. 670-677; 685; nominated for Congress, 742; — Mehetable S. 24, 226, 254, 307; — Eliza, 307; — Henry, 407.
 Sumner Square, 502.
 Sumner Street, laid out, 461.
 Sumner interest in N. I. 427, 461.
 Supply, The, 105.
 Supreme Court (Mass.), 431.
 Surprise, The, 697.
 Surrey (Eng.), 232; county, 249, 317; railway, 461.
 Susan Howland, The, 699.
 Suspension Railway, 460-464.
 Sutton, William, 610.
 Swallow, The, 698.
 Swann, Jacob, 724.
 Swedes, 130, 197; — Sweden, 197.

Swett's (Samuel) Hist. of Bunker Hill battle, 357, 368, 373, 374; "who was the commander at Bunker Hill," 375.
 Sweetser, —, 763.
 Swift Street, 519, 541.
 Swon, William, 724.
 Sympson, Henry, 720.
 Sykes, Rev. James N. 647, 660, 669.
 Symes, Henry, 724.
 Syren, The, 699.
 Stone, Elizabeth, 308; — Silvanus, 320; — George A. 694; — George F. 711.
 Stone Chapel, 418.
 Storer, Commodore, 505.
 Story, Judge, 623.
 Stoughton, William, 149, 201, 203, 204, 214, 215.
 Stow in the Woods, 52.
 Stowe, Edward, 365.
 Streets laid out, etc. 453-455, 459, 461, 537-547.
 Strong, Caleb, his course in the war of 1812, 398-417, 732 et seq.
 Stuart, —, 323.
 Sturgis, Josiah, 505.
 Sturtevant, Noah, 565, 579, 580, 595, 601, 689, 705, 706, 711.
 Sturtevant House, 514.
 Sturtevant's Wharf, 702.
 Success, The, 63.
 Suffolk (Eng.), 250.
 Suffolk, The (ferry-boat), 565, (ship), 699.
 Suffolk County, 8, 278, 283, 318, 321, 322, 432, 436, 441, 575; street, 33; bar, 196; regiment, 218.
 Suffolk Deeds, 69, 81, 82, 85-87, 97, 164, 178, 182-184, 192, 195, 221, 229, 248, 253, 432, 438, 443, 447, 623, 624, 625.
 Sugar Colonies, Trade with, 242-248; petition, etc. 721 et seq.
 Sugar Refinery, 469, 471, 474, 488, 519, 539, 542, 543, 551-553, 678; history of, 679-685, 700.

T.

T Wharf, 193.
 Taft, C. M. 468, 476, 510.
 Talbot, Rev. J. W. 646.
 Talbot, The, 63.
 Talcott, J. S. 675.
 Talmadge, —, 29, 606.
 Tarvin, 51.

Tay, —, 328, 329.
 Taylor, William, 9, 23; his survey for turnpike, 425, 433, 439, 441, 447, 449, 607; — Zachary, Pres. and family, 505; — James, 724.
 Tea, destruction of, 170.
 Tebbets, J. C. 458.
 Telegraph, The, 697.
 Temple, Sir Thomas, 144, 149, 184; his family, 185; — Sir Thomas, 186, 192, 212, 221, 256, 257, 488; — Sir John, 186; — Robert, 7, 249, 314-317, 319, 321, 323.
 Temple, Manor, 185.
 Ten Hills, 185.
 Teschmaker, J. E. 507.
 Texas, 707.
 Thayer, Mrs. 334; — Col. 505; — Rev. Lorenzo R. 648; — Nathaniel, 751.
 Thacher, Rev. Dr. 275, 290.
 Thacher, Capt. 382.
 Thetis, 360.
 Thibon, Jacob, 723.
 Thing, Jonathan, 168.
 Thomas, George, 239; — William, 231; — Elizabeth and Sarah A. 231; — Rebecca, 163, 165; — Catherine, 290; — Briggs, 709; — George, 723.
 Thomas Jefferson, The, 699.
 Thompson, David, 46, 72, 73, 758.
 Thompson's Island, 46, 53, 72, 482.
 Thorndike, Israel, 404, 409, 424; — J. P. 536, 753; — Albert, 565; — Larkin, 610; — Wm. H. 659.
 Thornton, J. Wingate, 73.
 Ticonderoga, 352.
 Tildsley, Sir Thomas, 51.
 Tilden, B. P. 418.
 Tilton, Peter, 148; — Thomas B. 642.
 Times, N. Y. Daily, 169, 175.
 Timmins, Henry, 751.
 Timonius, 275.
 Titbury Castle, 52.
 Title of the Island in the Shrimpton and Yeamans families, Chap. X.
 Todman, Joseph, 723; — Richard, 723; — John, 724.
 Toft, Thomas, 724.
 Tomlinson, John H. 471, 472, 520, 760, 762; — Stephen, 472; — John, sen. and jun. 723; — Robert, 762.
 Tommy's Rocks, 300.
 Tom Thumb, The, 455, 551, 552, 554, 637, 680.

- Toppin, Miles, 723.
 Tortugas, 90.
 Town House, Boston, 213.
 Town Records, 89, 97, 190, 240, 484.
 Trade, restrictions upon, 242-248; petition concerning, 721.
 Train, Enoch, 691, 697.
 Training field, 194, 229.
 Transcript, Boston, 193, 196, 235, 262.
 Trees, 593-601; — Tree Association, 594-601; Letter concerning, 757, 758.
 Tremont Street, 229, 508; House, 504; Road, 301.
 Treadwell, Miss, 333.
 Trenton Street, 688, 756.
 Trial, The, 63.
 Trinity Church, 650.
 Trinity College, 259.
 Trotten, Mary, 472.
 Trumbull, John, 175, 370, 375; Poetical Works, 376.
 Trumbull's Hist. Connecticut, 64.
 Trusham, 57.
 Tucker, Richard D. 170; — Annie, 170.
 Tudor, Judge William, 15, 325, 354; — Mrs. 331, 333; — Frederick, 354.
 Tufts, Otis, 696, 697, 699, 706-708; — Tufts' Machine Shop, 545; — Wharf, 702, 706; — Steam Engine Co. 706-708.
 Tuite, Robert, 723.
 Tullideph, David, 723.
 Tully, William, 166.
 Turrell, S. 229.
 Turnpike to Salem, 22, 29; Survey for, 422-425, 490, 498, 543, 555, 556, 572, 573, 602, 603, 609, 610, 611.
 Turner, Robert, 194; — John, 194, 195; — William, 116, 121, 123, 124; — A. R. 707, 711.
 Turks, 98.
 Turnbull, Merrick, 723.
 Tuttle, —, 515, 520, 521, 543; — Harriett, 758; — Jesse, 760.
 Tuttle's Wharf, 701, 702.
 Tweed, Berwick upon, 234.
 Tyler, W. W. 762.
- U.
- Udney, Ernest, 231.
 Uncle Amasa, The, 697.
 Underhill, J. S. 695.
 Unicorn, The, 505, 621.
 Union Bank, 194.
 Union Chapel at E. B. 658-662.
 Union Street, 171, 172, 227, 262.
 Unitarian Church in E. B. 650-654.
 United States, 49, 186, 252, 253, 262, 263, 289, 380, 386, 398-402, 413, 414, 417, 478, 479, 485, 505, 567, 624, 627, 700.
 United States, The frigate, 14, 17.
 U. S. Bonded Warehouse, 545, 679.
 Universalists, 646, 651.
 Upton, Robert, 610; —, 690, 697.
 Urlin, Marmaduke, sen. and jun. 724.
 Usher, Hezekiah, 191, 218; Extracts from Will, 220, 221; — Hezekiah, jr. 220; —, 207; — Francis, 220; — Elizabeth, 220.
- V.
- Vail, Stephen, 620.
 Valencia, 716.
 Valparaiso, 694.
 Vassall, William, 99, 104, 105; —, 244.
 Vander Shusen, William, 155.
 Vane, Henry, 95.
 Varney, L. E. 704.
 Vaughan, —, 554.
 Vears, Thomas, 724.
 Verdon, John, 724.
 Vermont, 423.
 Verree, —, 695.
 Vetch, Samuel, 342.
 Verrazzano, John de, 716.
 Vessels built at East Boston, 697-699.
 Vicars, John, 49.
 Vienna, 341.
 Vinton, Francis, 603, 605.
 Virginia, 80, 102, 151, 152, 167, 217, 243, 342, 717, 718; Smith's History of, 74.
 Vlack, Mrs. Mary Elizabeth, 234.
 Vomhavi, Henries, 387.
 Voyageur de la Mer, The, 694-696, 699.
- W.
- Wadsworth, President, 260; — Capt. 207; — Geo. F. 536, 752, 753.
 Walbach, Capt. 741.
 Waldern, Capt. 148.
 Waldo, General, 425.
 Walford, Thomas, 46, 62, 72, 74.
 Walker, Sir Hovenden, 343-345, 348.

- Walker's Journal, 341, 345.
 Wallace, Rev. D. A. 663; — Henry, 723.
 Waller, Capt. 48.
 Walley, Major, 218; — Judge, 268; — Sarah, 268.
 Wallis, William, 724.
 Walpole, Robert, 246, 724 et seq.
 Walpole, The, 697.
 Walrond, Theodore, 724.
 Walters, William, 472, 516.
 Waltham, 661.
 Walton, Sarah, 163, 165; —, 165.
 Wanalanset, 193.
 War of 1812, 397-420; — Appendix F.
 Ward, Artemas, 355, 356, 360, 371, 384, 391, 396, 419; —, 630; — Abigail, 168; — William, 752.
 Warham, Rev. John, 58-61, 64-67, 71, 224, 498.
 Warner, Ashton, 723.
 Warren Bridge, 578, 590.
 Warren, Joseph, 281, 336, 360, 373, 388, 389; — Mary, 281.
 Warren Hallet, The, 698.
 Warwick, The Countess of, 79; — Earl of, 168; — The bark, 79, 80.
 Washburn's Judicial Hist. 130, 138, 159, 198, 211, 216.
 Washington, George, 10, 49, 288, 289, 326, 335-337, 362, 365, 385, 391, 393, 417, 453, 481, 505, 736; — Marshall's Life of, 341.
 Washington Street, 62, 64, 235, 260-263.
 Washington City in 1800, 16, 17, 19-22, 27, 338, 414.
 "Washington" (Fire engine), 641, 642.
 Washington, The, 566.
 Washington Society, 458.
 Washington Irving, The, 691, 697.
 Water, 580-592, 682, 684; — Article on, referred to, 419.
 Waterhouse, David, 214.
 Waters, Col. 332.
 Water Street, 187.
 Watertown, 62, 64, 263, 282, 288, 369, 423.
 Watkins, Samuel, 723; — Thomas, 723.
 Watson, John, 649, 650.
 Watts, Edward, 550; — Anne, 550; — Samuel, 550.
 Way, Mary, 163, 165; —, Aaron, 164.
 Webster, Daniel, 458, 495, 741; — Joshua, 522.
 Webster, Daniel, The, 565.
 Webster Street, 10, 459, 471, 472, 495, 515, 539, 544, 546, 584, 613, 637, 646, 663, 678, 679, 682, 692, 702, 707, 756.
 Webster Street Church, 646, 651, 663.
 Webster Engine Co. 642.
 Weeks, E. 705; — John S. 705.
 Weeks's Wharf, 5, 551, 687, 701, 702; — Lobster Wharf, 705; — Major, 742.
 Weld, Dr. 312; —, 442.
 Well in Belmont Square, 412, 584-586.
 Wells, 741.
 Welles, Benj. 254, 307, 441, 442, 445, 447, 458; — John, 33; — Brig.-Gen. 410, 411.
 Well Fleet, The, 698.
 Wellington, A. A. 536, 752, 753, 759, 762.
 Wells, John, 222; — Charles, 454; — William, 504.
 Welsh, Mrs. —, 329; — Edward, 762.
 Welshepoole, 51.
 Wemms, Williams, 171.
 Wendell, Oliver, 357.
 Wesley Street, 593.
 West Boston Bridge, 423.
 Westchester, 52.
 West Church, 391.
 West-head, 8, 373, 546.
 West Indies, 90, 92, 197, 217, 239, 242, 244, 249, 287, 488, 571, 627, 716, 717.
 West, Joseph, 239.
 Westminster, 230.
 Weston, Henry P. 252; — Capt. 479.
 West Point, 603.
 West Roxbury, 294.
 Westward Ho, The, 694, 698.
 West Wood Island, 7, 8, 466, 542, 545, 546, 685.
 Weymouth, 7; — The, 698.
 Wharves, 700-702.
 Whale, The, 63.
 Whaton, Richard, 234, 235.
 Wheeler, Miss, 21; — John, 572.
 Wheelwright, Rev. John, 159; — Rebecca, 161; — Nathaniel, 318, 320, 321.
 White House, 18.
 Whip, The, 699.
 White, Stephen, 34, 35, 311, 428, 429, 431-439, 441, 443, 446, 447, 458, 463, 505, 515, 525, 548, 553-556, 571, 605, 606, 614, 615; connection with Timber Co. 670-676, 681, 690, 704, 740, 750, 751, 759; — Mrs. Stephen, 676, 690; — Rev. —, 58, 60; — Edmund, 223; — Capt. 170; — Benjamin, 170; — Judge, 500; — Moses, 420; — F. B. 420; — Samuel L. 504.

- Whitechurch, 50.
 Whitecomb, Col. 396; — Levi, 516, 640, 641.
 Whitefield, Rev. George, 265, 266.
 Whitehaven, 461.
 Whiting, James, 567.
 Whitman, Rev. Joseph, 648.
 Whitmore, —, 630.
 White Street, 545, 546, 589, 598, 637, 702, 757.
 Whitney, Benjamin, 166; — Hester, 166; — Colonel, 396.
 Whiton, J. M. 583.
 Whitten, James M. 760.
 Whitwell, W. S. 588, 590, 591; —, 736.
 Whorf's Wharf, 702.
 Wickham, Samuel, 723.
 Wicknam, Benj. 724.
 Wide Awake, The, 693.
 Wilcox, Thomas, 724.
 Wild, Capt. D. 792.
 Wilder, —, 662.
 Wildes, Miss Jane, 506.
 Wilds, Capt. Dixy, 506.
 Wiley, —, 505; — Rev. Father, 656.
 Wilkinson, Gen. 19, 20; — Mrs. 20, 21.
 Williams, H. H. 6-12, 14, 40, 41, 45, 53, 271, 321-323; sketch of, 324; his family, 324; his character, etc., 325-328; 329-339, 354, 355, 358, 382, 384; grant from commonwealth, 386, 425, 453, 481, 490, 516, 550; — Thomas, 12, 45, 326, 415, 419, 453, 460, 461, 467, 470, 488, 498, 548, 550, 585; — Major, 51; — Mary, 54, 165; — John, 165; — Rev. W. 224; — Betsey, 254, 276; — Henry, 496, 497.
 Williams family, History of, 323, 324.
 Williams Journal, The, 54, 55, 262, 287, 289, 290, 323, 324, 328; extracts from and references to members of the family, 331-339; 425; extracts from, 516.
 Williams' Island, 45, 481.
 Williams House, The, 475.
 Williams, Joseph, 322, 323, 332.
 Williams, Moses, 294; — Arthur, Thomas, Rowland, Edward, and Matthew, 723.
 Williams Street, 673.
 William and Francis, The, 63.
 William and Mary, 213, 216; charter of, 108, 719.
 William, King, 233.
 Williamson's History of Maine, 108, 159.
 Williamson, William, 724.
 William's War, King, 341.
 Willoughby, —, 149.
 Wilmington, Lord, 246, 726-729.
 Wilson, John, 187, 190; — —, 500, 572; — Michael, 758.
 Winchester, The, 698.
 Windsor, 66.
 Winged Racer, The, 698.
 Winnisimmet, 5, 11, 46, 72, 79, 83-85; assigned to Boston, 87, 88, 161, 162, 166, 240, 379, 447, 455, 486, 489, 492, 548, 549, 550, 570, 609; ferry, 11, 12, 40, 269, 354, 372-374, 378, 384, 447, 455, 486-609; company, 12, 13, 438, 446; negotiations with, 455, 456, 550, 579.
 Winnington, Mr. —, 725, 726.
 Winshaw, John, 81.
 Winship, W. 170; — Jonathan, 236.
 Winslow Blues, The, 409, 415.
 Winter Street, 262.
 Winter Harbor, 108.
 Winthrop, John, 45-47, 52, 53, 58, 64, 65, 68, 70, 72, 73, 75, 77-80, 84, 85, 90, 93, 95, 103, 105, 109, 149, 153, 156, 157, 159, 176, 187, 203, 485; — Lindall, 185; — Robert C. 186; — John Fitz, 203; — Capt. 213; — Major Gen. 218; — Wait, 214; — Adam, 214; — Grenville T. 458.
 Winthrop's Journal, 45, 46, 58, 64, 65, 67, 68, 70-72, 74, 80, 84, 93, 95, 96, 103, 158.
 Winthrop House, 193, 229.
 Winthrop Street, 546.
 Winthrop Block, 599, 647, 711.
 Winthrop Church, 660.
 Winthrop Hall, 664.
 Wiscasset, 742.
 Wiswall, John, 183.
 Witherspoon, Rev. Dr. 277.
 Wizard, The, 691, 698.
 Woburn, 119.
 Wolfe, General, 344, 349.
 Wollaston, Mount, 187.
 Wolverhampton, 50.
 Wolverston Park, 249.
 Wonder Working Providence, 45, 46, 72, 160.
 Wood "The pewterer," 301; —, 726.
 Wood on the Island, 10; wood-cutting, 53.
 Woodbury, Levi, 675.
 Woodbury & Minot's Reports, 676.
 Wood creek, 342.
 Woodhouse, James, 175.
 Wood Island, 16, 466, 517.
 Woodman, Remember, 168.

Woods, Rev. Leonard, 644.
 Woodward, David, 254; — Jane, 254, 308;
 — Joseph, 308.
 Woolsey, W. 680, 681, 684.
 Worcester, —, 472.
 Worcester (Eng.), 185; — Worcester, 603.
 Worcester House, 141.
 Worrall Island, 51.
 Worthington Pumps, 695.
 Wright, William, 229; — Abigail, 229; —
 Edwin, 669; — John, 760.
 Wyman, T. B., jr. 166; — William, 442.
 Wyvern, The, 698.

Y.

Yale, David, 100, 102.
 Yale College, 225, 271.
 Yankees, 208.
 Yeamans, Lieut. Gov. John, 239; — Sir
 John, 239; — Henry, 232, 234; — John,
 9, 193, 195, 230, 232; owner of Nod-
 dle's Island, and will of, 239; pro-
 poses a bridge, 240; efforts of in behalf
 of trade, 242 et seq.; thanks of general
 court to, 247; death of, 249; 250, 251, 254,
 257; his will, 311, 314, 315, 317, 358, 454,

481, 488, 489, 570-572, 721; his journa
 724-730; — Elizabeth, 231, 232, 238-240; —
 S. S. 16, 195-197, 231, 232, 238; inherits
 Noddle's Island, 239, 241; will of, 249;
 questions concerning will, 252, 253-255,
 257-259, 270, 311, 312, 314, 315, 317, 318,
 320, 322, 323, 357, 385, 488, 489; opinion
 on will of, 731, 732; — Shute, 231, 249,
 250; will of, 252 et seq. 311; — John,
 234, 250, 251, 254, 257, 258.

Yeamans Land, 193; — Estate, 255, 268,
 270.

Yeamans Pedigree, 231; referred to, 254.

Yohannan, Mar, 225.

Young, Sir William, 726.

York (Me.), 308, 721, 736, 741.

York County, 75.

York, Duke of, 154, 169.

Young's Chronicles, 58, 61, 63, 67, 72-74,
 79, 82.

Young Raven, The, 699.

Z.

Zaza, The, 697.

Zephyr, The, 697; —, 698.

